

Lansing, Michigan

September 28, 2007

A special meeting of the State Administrative Board was held in the OPS Conference Room, 1st Floor, Mason Building, on Friday, September 28, 2007, at 11:00 a.m.

Present: John Wernet, Deputy Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Walt Herzig, Chief of Staff, representing John Cherry, Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Mary G. MacDowell, Director, Financial Services Bureau, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Wayne Roe, Jr., Administrator, Contract Services Division, representing Kirk T. Steudle, Director, Department of Transportation
Jean Shane, Special Assistant, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

James Burris, Craig Orr, Janet Rouse, Department of Management and Budget;
Kris Squibb, Department of Natural Resources; Mike Blackledge, Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

Mr. Wernet called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. Pavona moved to approve the minutes of the special meeting held on September 11, 2007, and the regular meeting held on September 18, 2007. The motion was supported by Mr. Herzig and unanimously adopted.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

NONE

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:
(Please see the following pages)

APPROVED

September 28, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:00 a.m. on **September 25, 2007** Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: _____, representing Approved _____
Governor Granholm

Others: Jonathan Henker, Department of Agriculture; Kristi Broessel,
Department of Community Health; Joel Storchan, Department of
Information Technology; Sherry Bond, Craig Orr, Janet Rouse,
Department of Management and Budget; Kris Squibb, Department of
Natural Resources

The Finance and Claims Committee regular and supplemental agendas were
presented.

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval.
The motion was supported by Ms. MacDowell and unanimously adopted.

Ms. MacDowell adjourned the meeting.

S U P P L E M E N T A L
A G E N D A

FINANCE AND CLAIMS COMMITTEE
September 25, 2007, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

SPECIAL STATE ADMINISTRATIVE BOARD
September 28, 2007, 11:00 a.m.
OPS Conference Room
1st Floor, Mason Building

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This agenda is for general informational purposes only.

**At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.**

Approval of items on this agenda authorizing expenditures in the
fiscal year beginning on October 1, 2007 and ending on September 30, 2008 are
contingent upon the enactment of appropriations for the fiscal year beginning
on October 1, 2007 and ending on September 30, 2008.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1s. **DEPARTMENT OF AGRICULTURE**

1)	Holstein Association USA, Incorporated Brattlebore, VT	\$ 57,302.00 Amendment \$ 257,302.00 New Total FY07 100% Restricted Funds Amendment to existing grant for utilization of the National Farm Animal Identification and Records Program
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2s. **DEPARTMENT OF COMMUNITY HEALTH**

1)	Northwest Senior Resources Traverse City, MI	\$ 224,127.00 Amendment \$ 3,032,266.00 New Total FY07 43.41% State GF 56.59% Federal Increase funds for one-year grant agreement to provide funding for the MI Choice Home- and Community-based Services for the Elderly and Disabled Waiver Program
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2s. DEPARTMENT OF COMMUNITY HEALTH continued

2) Saginaw County Health \$ 242,854.00 Amendment
 Department \$ 4,101,895.00 New Total
 Saginaw, MI **FY07** 38.12% Federal Funds
 11.43% State GF 14.94% Local
 0.65% Fees/Collections
 34.86% Other
 Increase funds for one-year
 grant agreement to provide
 funding for substance abuse
 treatment and prevention
 services for Saginaw County

3s. DEPARTMENT OF CORRECTIONS

1) West Michigan Therapy \$ 40,000.00 Amendment
 Muskegon, MI \$ 460,000.00 New Total
 FY08-09 100% General Fund
 Additional funds for substance
 abuse treatment for prisoners,
 parolees and probationers

2) Catholic Social Services \$ 420,000.00 Amendment
 of Grand Rapids \$ 580,000.00 New Total
 Grand Rapids, MI **FY08-09** 100% General Fund
 Two-year extension and
 additional funds for substance
 abuse treatment for prisoners,
 parolees and probationers

3) Marquette General Health \$ 30,000.00 Amendment
 System \$ 255,000.00 New Total
 Marquette, MI **FY08-09** 100% General Fund
 Additional funds for substance
 abuse treatment for prisoners,
 parolees and probationers

4) Great Lakes Recovery Centers \$ 224,000.00 Amendment
 Marquette, MI \$ 316,000.00 New Total
 FY08-09 100% General Fund
 Two-year extension and
 additional funds for substance
 abuse treatment for prisoners,
 parolees and probationers

3s. DEPARTMENT OF CORRECTIONS continued

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|----|---|---|
| 5) | Metropolitan Counseling
Center, LLC
Detroit, MI | \$ 80,000.00 Amendment
\$ 120,000.00 New Total
FY08-09 100% General Fund
Two-year extension and
additional funds for substance
abuse treatment for prisoners,
parolees and probationers |
| 6) | Various
(Listing on File) | NOT TO EXCEED
\$ 900,000.00 Total
FY08 100% General Fund
One-year contracts to provide
nursing services to prisoners |
| 7) | Manpower, Inc. of SE Michigan
Ann Arbor, MI | \$ 660,000.00 Amendment
\$ 960,000.00 New Total
FY08 100% General Fund
Additional funds to provide
qualified mental health
professionals for the
Corrections Mental Health
Program |
| 8) | National Behavior Consultants
Corporation
Traverse City, MI | \$ 160,000.00 Amendment
\$ 240,000.00 New Total
FY08-09 100% General Fund
Two-year extension and
additional funds to provide
substance abuse treatment for
prisoners, parolees and
probationers |
| 9) | Nexus Family Services
Traverse City, MI | \$ 50,000.00 Amendment
\$ 75,000.00 New Total
FY08-09 100% General Fund
Two-year extension and
additional funds to provide
substance abuse treatment for
prisoners, parolees and
probationers |

3s. DEPARTMENT OF CORRECTIONS continued

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|-----|---|--|
| 10) | Goodwill Industries of
Greater Detroit
Detroit, MI | \$ 555,000.00 Amendment
\$ 840,000.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds to provide
Michigan Prisoner Re-Entry
Initiative services |
| 11) | Various
(Listing on File) | NOT TO EXCEED
\$ 13,384,092.00 Total
FY08-10 100% General Fund
Three-year contracts for
Michigan Prisoner Re-Entry
Initiative services |
| 12) | Berrien-Cass-Van Buren
Michigan Works!
Benton Harbor, MI | \$ 2,221,368.00 Amendment
\$ 3,471,368.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-Entry Initiative |
| 13) | Capital Area Michigan
Works!
Lansing, MI | \$ 1,923,645.00 Amendment
\$ 3,143,645.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-entry Initiative |
| 14) | Genesee County Office of
Community Corrections
Flint, MI | \$ 3,381,462.00 Amendment
\$ 4,631,462.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-Entry Initiative |
| 15) | Macomb/St. Clair Workforce
Development Board, Inc.
Clinton Township, MI | \$ 2,606,355.00 Amendment
\$ 3,851,555.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-Entry Initiative |

3s. DEPARTMENT OF CORRECTIONS continued

16)	W.E. Upjohn Institute Kalamazoo, MI	\$ 1,918,512.00 Amendment \$ 3,168,512.00 New Total FY08-10 100% General Fund Three-year extension and additional funds for Michigan Prisoner Re-Entry Initiative
17)	Calhoun Intermediate School District - Work Force Development Team Marshall, MI	\$ 1,890,000.00 Amendment \$ 2,515,000.00 New Total FY08-10 100% General Fund Three-year extension and additional funds for Michigan Prisoner Re-Entry Initiative
18)	Catholic Social Services of Washtenaw County Ann Arbor, MI	\$ 1,890,000.00 Amendment \$ 2,515,000.00 New Total FY08-10 100% General Fund Three-year extension and additional funds for Michigan Prisoner Re-Entry Initiative
19)	South Central Michigan Works! Hillsdale, MI	\$ 2,128,971.00 Amendment \$ 2,753,971.00 New Total FY08-10 100% General Fund Three-year extension and additional funds for Michigan Prisoner Re-Entry Initiative
20)	County of Muskegon - Department of Employment and Training Muskegon, MI	\$ 2,714,151.00 Amendment \$ 3,339,151.00 New Total FY08-10 100% General Fund Three-year extension and additional funds for Michigan Prisoner Re-Entry Initiative
21)	Oakland Livingston Human Service Agency Pontiac, MI	\$ 5,045,994.00 Amendment \$ 5,670,994.00 New Total FY08-10 100% General Fund Three-year extension and additional funds for Michigan Prisoner Re-Entry Initiative

3s. DEPARTMENT OF CORRECTIONS continued

- 22) Macomb/St. Clair Workforce Development Board, Inc.
Clinton Township, MI \$ 1,890,000.00 Amendment
\$ 2,515,000.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-Entry Initiative
- 23) United Way of Southeastern
Michigan
Detroit, MI \$16,753,737.00 Amendment
\$18,153,737.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-Entry Initiative
- 24) Northwest Council of
Governments
Traverse City, MI \$ 1,890,000.00 Amendment
\$ 3,429,012.00 New Total
FY08-10 100% General Fund
Three-year extension and
additional funds for Michigan
Prisoner Re-Entry Initiative

4s. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Southeast Michigan Community
Alliance (SEMCA)
Wayne, MI \$ 400,000.00 Total
FY08 100% Private Funds
(Casey Family Programs)
The grantee will receive
funding to operate the Foster
Youth Demonstration Project
(FYDP). The FYDP offers a
variety of services for Wayne
County foster youth who have
aged out of the foster care
system. It provides education
and training programs and
employment opportunities to
increase the participants'
income potential.

SECTION II. DMB CONTRACTS

Requests approval of the following:

CONTRACT CHANGES

5s. DEPARTMENT OF INFORMATION TECHNOLOGY

Various RESTART Vendors

Amendment(s) to existing contract(s) for Short-term Staff Augmentation for information technology for various departments

- 1) Analysts International
Lansing, MI

\$ 174,720.00 Amendment
\$ 349,440.00 New Total
FY08 100% Federal Funds
071B6200389 Additional funds
for a one-year renewal option
to the contract for support for
the Unemployment Insurance
Agency's technical environment

6s. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) Haworth, Inc.
Holland, MI

\$ 2,000,000.00 Amendment
\$ 97,597,084.00 New Total
FY08 Various Funding
071B5000643 Additional funds
for a six-month extension of
the contract for Open Space
Office Systems so consolidation
projects can be completed or so
offices can be brought up to
building codes

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

7s. DEPARTMENT OF CORRECTIONS

This is report a emergency purchase order in accordance with Administrative Guide Procedure 0620.02 PO #472N7224295 for \$71,706.00 with Hill Rom Co., Inc. for the purchase of 40 security beds and 40 over-the-bed tables. As prisoners are discharged from the local hospital, they need to be moved immediately to the Duane Waters Hospital. When no beds are available the local hospital charges \$2,000.00 per day to keep the prisoners.

8s. DEPARTMENT OF MANAGEMENT AND BUDGET

Release allotments for a supplemental capital outlay appropriations included in Public Act 59 of 2007 totaling \$36,148,100 (\$36,148,100 Michigan Natural Resources Trust Fund) for the Department of Natural Resources - Michigan Natural Resources Trust Fund acquisition and development projects, for the fiscal year ending September 30, 2007.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

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Ms. MacDowell presented the Finance and Claims Committee Report for the regular meeting of September 25, 2007. After review of the forgoing Finance and Claims Committee Report, Ms. MacDowell moved that the Finance and Claims Committee Report covering the regular meeting held September 25, 2007, be approved and adopted noting the regular Finance and Claims agenda will go to the next State Administrative Board. The motion was supported by Ms. Shane and unanimously approved.

APPROVED

September 28, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **September 26, 2007.** Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Brandon Hofmeister, representing Approved _____
Governor Granholm

Others: Socorro Guerrero, Department of Attorney General; John McGraw,
Department of Military and Veterans Affairs; Sherry Bond, James
Burris, Janet Rouse, Department of Management and Budget;

The Building Committee regular agenda was presented.

Following discussion, Mr. Hofmeister moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Herzig, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / SPECIAL STATE ADMINISTRATIVE BOARD

September 26, 2007
11:00 A.M. Lake Superior Room
1st Floor Michigan Library and Historical Center

September 28, 2007
11:00 A.M. OPS Conference Room
1st Floor Mason Building

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

Approval of items on this agenda authorizing expenditures in the fiscal year beginning on October 1, 2007 and ending on September 30, 2008 are contingent upon the enactment of appropriations for the fiscal year beginning on October 1, 2007 and ending on September 30, 2008.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, BARAGA – Baraga Armory Renovations
File No. 511/07222.EEW – Index No. 11672
Low Responsive Bidder: MJO Contracting, Inc., Hancock; \$517,322.00

Purpose/Business Case

The purpose of this contract is to provide construction services for the renovation of the Baraga Armory. The work includes renovation of the kitchen, locker rooms, supply rooms, HVAC systems and motor pool areas to bring the facility into compliance with the latest DOD training and force protection standards.

Benefit

The State will benefit from this contract by completing the renovation to meet the latest US Department of Defense and State Building Code standards completed.

Funding

100% Federal Funds – FY 2007

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in the loss of Federal funding which has been provided for critically needed improvements to this facility that is over 40 years in age.

Zip Code

49908

RESCISSION AND RE-AWARD OF CONSTRUCTION CONTRACTS

2. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, GLADSTONE – Gladstone Armory – Renovations

File No. 511/07221.EEW – Index No. 11671

This contract was approved on September 11, 2007 for award to Olsen & Olsen Building Contractors, Inc., Manistique, Michigan for \$629,887.00. Subsequently, it was determined Industrial Maintenance Services, Inc. Wells, Michigan was eligible for the Qualified Disabled Veterans Preference in Act 91 of 2005 which made them the low bidder. Therefore, the contract is being reawarded to Industrial Maintenance Services, Inc., Wells, Michigan for \$684,732.00

Purpose/Business Case

The purpose of this contract is to provide construction services for the renovation of the Gladstone Armory. The work includes renovation of the kitchen, locker rooms, toilets and HVAC systems to bring the facility into compliance with the latest DOD training and force protection standards.

Benefit

The State will benefit from this contract by having a construction contractor perform the work required to meet the latest US Department of Defense and State Building Code standards.

Funding

100% Federal Funds – FY 2007

Commitment

The contract cost is fixed based on competitive bids. The amount of this contract is within the original authorized project cost.

Risk Assessment

Failure to approve this contract will result in the loss of Federal funding which has been provided for critically needed improvements to this facility that is over 40 years in age.

Zip Code

49837

3. DEPARTMENT OF ENVIRONMENTAL QUALITY, SAGINAW – National Plate Glass Site – Dewatering System Project

File No. 761/07179.RRD – Index No. 47614

Low Responsive Bidder: Bierlein Companies, Inc., Midland; \$779,807.00

Purpose/Business Case

The purpose of this contract is to construct and operate a dewatering system to prevent excessive groundwater from building up behind retaining walls.

Benefit

This work will enhance the installed remediation system to prevent contamination migration into the nearby river.

Funding Source

100% Clean Michigan Initiative Fund (CMI)

Commitment

The cost is fixed based on competitive bids. The cost of this project is within the original authorized project costs.

Risk Assessment

Failure to approve this contract will result in the potential for failure of the wall along the Tittabawassee River and therefore spread contamination from the site.

Zip Code

48603

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Ms. MacDowell presented the Building Committee Report for the regular meeting of September 26, 2007. After review of the forgoing Building Committee Report, Ms. MacDowell moved that the Building Committee Report covering the regular meeting held September 26, 2007, be approved and adopted. The motion was supported by Mr. Herzig and unanimously approved.

APPROVED

September 28, 2007

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A special meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on September 19, 2007. Those present
being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Steve Liedel, representing Approved _____
Lt. Governor Cherry

Member: James Shell, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Carol Aldrich, Mike Blackledge, Kathy Broessel, Keith Brown,
Connie Hanrahan, Amy Meldrum, Betsy Steudle, Karen Watson,
Department of Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

Correspondence was received from the Director of the Department of
Transportation, Kirk T. Steudle, regarding an emergency contract for
\$109,379.00 with Katterman Trucking to replace a deteriorated culvert
that failed and caused a void under highway US-23 in Arenac County.

A retroactive letter was received from the Director of the Department
of Transportation regarding Item 21 of the special agenda.

The Department of Transportation special agenda and supplemental
special agenda were presented.

Following discussion, Mr. Shell moved that the Transportation special
agenda be recommended to the State Administrative Board for approval
with Items 56 and 58 contingent upon approval by the State
Transportation Commission on September 27, 2007; Items 99, 104, 136,
and 145 of contingent upon receipt of 10% over engineer's estimate
justification; and Items 19 and 104 contingent upon additional

Transportation and Natural Resources Committee Report
September 19, 2007
Page 2

information. Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Shell moved that the Transportation supplemental special agenda be recommended to the State Administrative Board for approval. Supported by Mr. Liedel, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: September 19, 2007– OPS Conference Room,
1st Floor, Mason Building - 3:30 PM

Special State Administrative Board Meeting: September 28, 2007 – OPS Conference Room,
1st Floor, Mason Building, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting. Approval of items on this agenda authorizing expenditures in the fiscal year beginning on October 1, 2007, and ending on September 30, 2008, are contingent upon the enactment of appropriations for the fiscal year beginning on October 1, 2007, and ending on September 30, 2008.

CONTRACTS

1. HIGHWAYS (Real Estate) – Resolution “A” (Excess Property Exchange)
Tract 1080, Control Section 39081, Parcel 601, Part A

MDOT is planning an intersection improvement at the M-43 and Drake Road intersection in Oshtemo Township, Kalamazoo County, Michigan. The project includes the addition of dual left-turn lanes, a southbound right-turn lane, and traffic signal upgrades. These improvements require right-of-way acquisition from Consumers Credit Union. During the scoping of the project, MDOT discovered that the Consumers Credit Union had obtained prior approval from the Township to reconfigure its site, which included adding two ATMs on its property. The proposed ATM locations are within the necessary right-of-way for the intersection improvement project. After discussions with Consumers Credit Union, it was agreed that MDOT would sell a portion of its property to the credit union in exchange for the necessary right-of-way. The tract to be deeded to the Consumers Credit Union is located in the township of Oshtemo, Kalamazoo County, Michigan, and contains approximately 1,742 square feet. The tract was appraised by George Bratcher, Bratcher and Associates, an independent fee appraiser, on December 1, 2006, at \$26,000. The tract was reviewed by David Ricard, Southwest Region Appraiser, on February 21, 2007, at the amount of \$25,000. The difference in amount is due to a correction in the square footage after the property was surveyed. The appraised tract was approved by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on February 20, 2007, at the amount of \$25,000. The property to be acquired by MDOT is located in the township of Oshtemo, Kalamazoo County, Michigan, and contains approximately 1,147 square feet for the fee purchase, 184 square feet for the easement purchase, and 595 square feet for the grading permit. The property was appraised by George Bratcher, Bratcher & Associates, an independent fee appraiser, on December 1, 2006, at the amount of \$17,200 for the fee purchase, \$2,800 for the easement purchase, and \$900 for the grading permit, for a total of \$20,900. The appraisal was reviewed by David Ricard, Southwest Region Appraiser, on March

30, 2007, for a total amount of \$20,900. The difference of \$4,100 will be paid to MDOT by Consumers Credit Union at closing. The transaction was approved for exchange by Patrick Scarlett, Supervisor, Excess Property Unit, Project Development Section, Real Estate Division, on February 20, 2007. The tract was not offered to the local municipalities because it is part of an exchange. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties, which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49009.

2. HIGHWAYS (Real Estate) – Resolution “B” (Right of First Refusal Sale)

Tract 432, Control Section 70025, Parcel 133, Part A

The subject tract is located in the township of Jamestown, Ottawa County, Michigan, and contains approximately 2.59 acres. The tract was appraised by Bonnie McPeak, independent fee appraiser, on April 29, 2007, at \$35,000. The appraisal was reviewed by Doug Bixby, Property Specialist, Real Estate Division, on July 2, 2007, at the amount of \$35,000. The appraised tract was approved for sale by Peter Loftis, Grand Region Real Estate Agent, on July 2, 2007, for the amount of \$35,000. Mr. and Mrs. Daniel Besteman were given a right of first refusal to purchase the subject tract when MDOT purchased their property for the M-6 project. They have submitted an Application to Purchase and Agreement of Sale and a check in the amount of \$7,500, which represents a 20 percent bid deposit. The tract was not offered to the local municipalities because the purchasers were granted a right of first refusal when MDOT purchased their property for the M-6 project. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue generating sale. Failure to process this transaction would result in lost revenue to the state.

Purpose/Business Case: The purpose of excess property sales is to dispose of state-owned excess property by sale to state agencies, local units of government, or private parties which returns revenue to the state.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue.

Funding Source: N/A - revenue generating.

Commitment Level: Excess property is appraised to determine fair market value. The sale price is based on that appraised value.

Risk Assessment: If excess property is not sold, the amount of state revenue will be reduced.

Cost Reduction: The state does not accept less than appraised value.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 49427.

3. HIGHWAYS (Real Estate) – Resolution “C” (Relinquishment of Easement)
Tract 1135, Control Section 33043, Parcel 34, Part A

The subject tract is located in the city of East Lansing, Ingham County, Michigan, and contains approximately 8,750 square feet. The easement rights previously granted to MDOT are no longer required for highway purposes. The relinquishment was requested by North Pointe of East Lansing, LLC, the current underlying fee owner. The value of the relinquishment exceeds the \$500 processing fee, therefore an appraisal was completed. An appraisal was completed by Tom Urynowicz, Property Analyst, University Region, on July 23, 2007, at \$3,000. The relinquishment was approved by Jim Simon, Property Manager, University Region, on July 27, 2007, for the amount of \$3,000. The property was not offered to the local municipalities because MDOT does not own the underlying fee. The property has been declared excess by the Bureau of Highways – Development.

Criticality: This is a revenue generating transaction. Failure to process this transaction would result in loss revenue to the state.

Purpose/Business Case: The purpose of excess property relinquishments is to dispose of state-owned excess property by relinquishment to state agencies, local units of government, or private parties. The relinquishment of excess property returns revenue to the state or minimizes capital outlay.

Benefit: MDOT benefits by reducing the inventory of state-owned property and generating revenue or receiving other benefit.

Funding Source: N/A - revenue generating.

Commitment Level: Releases of highway easements and releases of reversionary interests are processed for an established fee of \$500 or appraised value if the value of the relinquishment exceeds the \$500 processing fee. The fee may be waived if it is in the best interest of MDOT.

Risk Assessment: If excess property is not relinquished, the amount of state revenue will be reduced.

Cost Reduction: N/A.

Selection: N/A.

New Project Identification: N/A.

Zip Code: 48823.

4. HIGHWAYS (Real Estate) – Resolution “D” (Excess Property Exchange)
Tract 947, Control Section 63043, Parcel C-105, Part B

In order to complete the Adams Road interchange project in Rochester Hills, Michigan, MDOT acquired 27.1 acres of land from Angelo Iafrate Construction Company (Iafrate) through condemnation proceedings. Pursuant to the final Consent Judgment, total compensation for the 27.1 acres was \$8,738,208.80; in addition, MDOT was to convey approximately 7.98 acres near the intersection after the construction of the new intersection was completed and deemed excess by MDOT. Should MDOT fail to deem the 7.98 acre parcel excess, it would be required to pay Iafrate \$1,000,000 (the estimated value of the subject tract) in lieu of the deeded property. The Adams Road interchange project is complete and the tract was determined to be excess by MDOT’s Bureau of Highways – Development; therefore, the tract is being conveyed to Iafrate as agreed to in the Consent Judgment. The tract to be deeded to Iafrate is located in the Township of Pontiac, Oakland County, Michigan. The tract was not offered to the local municipalities because it is part of a condemnation Consent Judgment.

Criticality: This transaction will fulfill a court ordered Consent Judgment.

Purpose/Business Case: The purpose of this exchange agreement is to convey the subject tract as ordered in a consent judgment to settle a condemnation case.

Benefit: MDOT benefits by settling a condemnation case.

Funding Source: No special funding source is required for this condemnation Consent Judgment.
Commitment Level: MDOT is committed to fulfill the court ordered Consent Judgment.
Risk Assessment: If MDOT fails to complete this transaction, it will be in violation of the Consent Judgment.
Cost Reduction: There are no special costs involved with this condemnation Consent Judgment.
Selection: N/A.
New Project Identification: N/A.
Zip Code: 48309.

5. ***AERONAUTICS AND FREIGHT (Aeronautics) - Increase Amount**

Amendatory Contract (2005-0365/A2) between MDOT and the MBS International Airport Commission will increase the contract amount by \$7,616 due to higher than anticipated costs associated with the enhancements to the security system. The original contract provides for the undertaking of security system enhancements and the replacement of a flight information display system at the MBS International Airport in Saginaw, Michigan. The contract term remains unchanged, July 26, 2005, through July 25, 2025. The revised contract amount will be \$659,616.
Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$619,400	\$7,235	\$626,635
State Bond Funds	\$ 16,300	\$ 190	\$ 16,490
MBS International Airport Commission Funds	\$ 16,300	\$ 191	\$ 16,491
Total	<u>\$652,000</u>	<u>\$7,616</u>	<u>\$659,616</u>

Criticality: The upgrades to the security system will provide the equipment required by the FAA and Homeland Security Administration for enhancing airport safety. This project cannot be deferred until a later State Administrative Board agenda because the federal grant requires closeout and a delay would disrupt the closeout schedule.

Purpose/Business Case: To increase the contract amount to cover higher than anticipated costs associated with the enhancements to the security system.

Benefit: Will provide the additional funding needed to close the project.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% MBS International Airport Commission Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving the amendment is the loss of federal funds for this project. In addition, a delay in the project could prompt a citation by the federal compliance inspector and jeopardize the receipt of future grants for this airport.

Cost Reduction: All construction is procured through federal procurement guidelines and awarded to the lowest bidder. Consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is an amendment to an existing contract.

Zip Code: 48623.

6. *AERONAUTICS AND FREIGHT (Aeronautics) - Increase Services and Amount

Amendatory Contract (2007-0535/A1) between MDOT and the Kent County Aeronautics Board (KCAB) will add the design for the expansion of the terminal apron and the expansion and realignment of taxiway E to the project and will increase the contract amount by \$200,000. The original contract provides for the construction of an airport perimeter road and the reconstruction of the aircraft rescue fire fighting pavements at the Gerald R. Ford International Airport in Grand Rapids, Michigan. The contract term remains unchanged, May 17, 2007, through May 16, 2027. The revised contract amount will be \$1,688,000. Source of Funds:

	<u>Previous Total</u>	<u>Total Increase</u>	<u>Revised Total</u>
Federal Aviation Administration (FAA) Funds	\$1,413,600	\$190,000	\$1,603,600
State Bond Funds	\$ 37,200	\$ 5,000	\$ 42,200
KCAB Funds	\$ 37,200	\$ 5,000	\$ 42,200
Total	<u>\$1,488,000</u>	<u>\$200,000</u>	<u>\$1,688,000</u>

Criticality: There has been a significant increase in traffic at this airport. The expansion of the terminal apron and taxiway is essential to create a safer and more efficient system. The design phase must be completed at this time to permit completion of the project during the 2008 construction season.

Purpose/Business Case: To increase the contract amount by \$200,000 to add the design for the expansion of the terminal apron and the expansion and realignment of taxiway E. The additional work items were included in the project by the FAA, and the additional federal funding was included in the FAA grant for this airport.

Benefit: Will provide the additional funding needed to move forward with the design services for the future expansion project.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% KCAB Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risk of not approving this amendment is loss of federal funds for the additional work items at the airport.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: The design engineering is new work.

Zip Code: 49512.

7. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0779) between MDOT and the City of Grand Ledge will provide federal and state grant funds for reimbursement of land acquisition costs for parcel 8 (Soltow) at the Abrams Municipal Airport in Grand Ledge, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$128,750. Source of Funds: FAA Funds (via block grant) - \$103,000; State Bond Funds - \$22,531; City of Grand Ledge Funds - \$3,219.

Criticality: This property is needed to control the runway protection zone (RPZ) of future runway 18/36 as identified on the current airport layout plan. In addition, the property will be the site of a hangar development area, which is needed for the replacement of the hangars demolished by the relocation of the National Guard facility. This project cannot be deferred until a later State Administrative Board agenda because it would delay the start of construction for the replacement hangars.

Purpose/Business Case: To provide for the reimbursement of funds to the City of Grand Ledge for parcel 8 (Soltow), which is needed for airport purposes.

* Denotes a non-standard contract/amendment

Benefit: The land is needed for the replacement of hangars, to ensure clear approaches, and to maintain safety by controlling the properties inside the RPZ and by limiting any obstructions inside the building restriction areas.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Ledge Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48837.

8. **AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition**

Contract (2007-0789) between MDOT and the City of Big Rapids will provide federal and state grant funds for the land acquisition costs of parcels 21 and 22 at the Roben-Hood Airport in Big Rapids, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$324,000. Source of Funds: FAA Funds (via block grant) - \$259,200; State Bond Funds - \$56,700; City of Big Rapids Funds - \$8,100.

Criticality: All land acquisition and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until a later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcels 21 and 22, including acquisition and closing costs.

Benefit: Acquiring these properties will ensure a safe approach to the airport that is free of existing or future obstructions.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Big Rapids Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49307.

9. *AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0790) between MDOT, St. James Township, and the Township of Peaine will provide federal and state grant funds for the land acquisition costs of parcel 6 at the Beaver Island Airport on Beaver Island, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$32,000. Source of Funds: FAA Funds (via block grant) - \$25,600; State Bond Funds - \$5,600; St. James Township and Township of Peaine Funds - \$800.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until a later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcel 6. The costs include property survey, preliminary interview, appraisal and appraisal review, negotiations, and update of the Exhibit A.

Benefit: Acquiring the land will ensure a safe approach to the airport that is free of existing or future obstructions.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% St. James Township and Township of Peaine Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49782.

10. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0791) between MDOT and the Jackson County Board of Commissioners will provide federal and state grant funds for the land acquisition costs of parcel 86 at the Jackson County-Reynolds Field in Jackson, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$25,000. Source of Funds: FAA Funds (via block grant) - \$20,000; State Bond Funds - \$4,375; Jackson County Funds - \$625.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until a later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcel 86 (Tyluki). The costs include title, preliminary interviews, appraisal and appraisal review, negotiations, closing and relocation costs, and environmental assessment (phase 1).

Benefit: Acquiring the land will ensure a safe approach to the airport that is free of existing or future obstructions.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Jackson County Funds.

Commitment Level: The contract is for a fixed cost.

* Denotes a non-standard contract/amendment

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49202.

11. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0792) between MDOT and Linden Airport Leasing, LLC, will provide state grant funds for the land acquisition costs of parcels 2 and 3 at Price's Airport in Linden, Michigan. The contract will be in effect from the date of award through twenty years to comply with a state regulation that requires airports receiving state funding for certain types of projects to remain fully operational for a period of 20 years in accordance with Federal Aviation Administration guidelines. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$50,000. Source of Funds: State Bond Funds - \$47,500; Linden Airport Leasing, LLC, Funds - \$2,500.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until a later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcels 2 (Price) and 3 (Spicer). The costs include title, preliminary interviews, appraisals and appraisal reviews, negotiations, closing costs, and potential condemnation expenses.

Benefit: Acquiring these properties will ensure a safe approach to the airport that is free of existing or future obstructions.

Funding Source: 95% State Bond Funds and 5% Linden Airport Leasing, LLC, Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48451.

12. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2007-0793) between MDOT and the City of Allegan will provide federal and state grant funds for the land acquisition costs of parcels 42, 43, 44, 45, E46, E47, and E48 at the Padgham Field in Allegan, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$187,500. Source of Funds: FAA Funds (via block grant) - \$150,000; State Bond Funds - \$32,812; City of Allegan Funds - \$4,688.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ) and maintain clear approaches. The property acquisition will meet this federal requirement for safety. This project cannot be deferred until a later State Administrative Board agenda due to non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcels 42, 43, 44, 45, E46, E47, and E48. The costs are for the purchase of the parcels.

Benefit: Acquiring the properties will ensure a safe approach to the airport that is free of existing or future obstructions.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Allegan Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49010.

13. **AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Snow Removal Equipment**

Contract (2007-0794) between MDOT and the Dickinson County Board of Commissioners will provide federal and state grant funds for the purchase of snow removal equipment (a plow truck) for the Ford Airport in Iron Mountain, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$420,000. Source of Funds: FAA Funds (via block grant) - \$336,000; State Bond Funds - \$73,500; Dickinson County Funds - \$10,500.

Criticality: This equipment is essential to maintaining safe winter access at the airport. This project cannot be deferred until a later State Administrative Board agenda because the snow removal equipment needs to be ordered now to ensure that it is delivered for use during the winter season.

Purpose/Business Case: To provide for the purchase of snow removal equipment (a plow truck).

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season. The existing equipment is beyond its useful life and is no longer cost efficient to operate.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% Dickinson County Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The project was bid locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: This is for the replacement of existing worn-out equipment.

Zip Code: 49801.

14. AERONAUTICS AND FREIGHT (Aeronautics) - Design of Taxiway

Contract (2007-0796) between MDOT and the City of Three Rivers will provide federal and state grant funds for the design of a taxiway at the Three Rivers Municipal-Dr. Haines Airport in Three Rivers, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$67,000. Source of Funds: FAA Funds (via block grant) - \$53,600; State Bond Funds - \$11,725; City of Three Rivers Funds - \$1,675.

Criticality: The rehabilitation of the taxiway pavement is critical to safe airport operations as the existing pavement is beyond its useful life. The project cannot be deferred until a later State Administrative Board agenda and still permit bidding in the planned 2008 construction season.

Purpose/Business Case: To provide for the development of engineering plans for the design of a taxiway at the Three Rivers Municipal-Dr. Haines Airport.

Benefit: Will provide a design that meets all federal and state safety and airport design standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Three Rivers Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contract was reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49093.

15. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Equipment, Construction of Building

Contract (2007-0797) between MDOT and the City of Clare will provide federal and state grant funds for the purchase of snow removal equipment (SRE) and broom and for the construction of a building to house the equipment at the Clare Municipal Airport in Clare, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$260,500. Source of Funds: FAA Funds (via block grant) - \$208,400; State Bond Funds - \$45,588; City of Clare Funds - \$6,512.

Criticality: This project is federally mandated to meet FAA safety requirements. The SRE is critical to safe aircraft operations during the winter season. The SRE building is required for proper housing of the equipment. This project cannot be deferred until a later State Administrative Board agenda because these items are needed to maintain daily airport operation during the upcoming winter months.

Purpose/Business Case: To provide for the purchase of snow removal equipment (with broom) and for the construction of a building to store the equipment.

Benefit: Will allow the airport to remove snow efficiently and to remain open regardless of the season. The building will provide a facility to store and maintain the airport's equipment, in accordance with FAA standards.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Clare Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not approved, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was let locally and awarded to the lowest bidder.

Selection: N/A.

New Project Identification: The project will replace existing worn-out equipment. The construction of the storage building is new work. The percentage of new work is 46 percent.

Zip Code: 48617.

16. AERONAUTICS AND FREIGHT (Aeronautics) - Design and Construction of Airport Improvements

Contract (2007-0799) between MDOT and the Alpena County Board of Commissioners will provide federal and state grant funds for the replacement of terminal ramp doors; the purchase of snow removal equipment (SRE) (tractor); and the final design of wildlife habitat removal and clearing, storm drainage improvements, and wetland mitigation at the Alpena County Regional Airport in Alpena, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$745,000. Source of Funds: FAA Funds - \$707,750; State Bond Funds - \$18,625; Alpena County Funds - \$18,625.

Criticality: Replacement of the terminal ramp doors is necessary in order to ensure the safety and security of the airport. The existing doors are malfunctioning and unable to close properly. The SRE will enhance snow removal operations at the commercial carrier airport and increase safety margins. The final design of the wildlife habitat removal, which includes storm drainage improvements and wetland mitigation, will enable the airport to prepare to accept bids for spring 2008 construction. This project serves to enhance aeronautical safety by reducing existing wildlife habitat hazards. Delay of this project would delay necessary safety and security improvements at the airport.

Purpose/Business Case: To provide for the replacement of terminal ramp doors; the purchase of SRE (tractor); and the final design of wildlife habitat removal and clearing, storm drainage improvements, and wetland mitigation.

Benefit: Will enhance airport safety.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% Alpena County Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The door replacement and SRE equipment will be bid locally and awarded to the lowest bidder. The wildlife habitat removal, storm drainage improvements, and wetland mitigation project will be bid through the MDOT letting process and awarded to the lowest bidder. All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49707.

17. AERONAUTICS AND FREIGHT (Aeronautics) - Purchase of Equipment, Design of Airport Improvements

Contract (2007-0800) between MDOT and the Economic Development Corporation of Chippewa County (EDCCC) will provide federal and state grant funds for the purchase of snow removal equipment (grader with attachments) and for the design of electrical vault upgrades and taxiway C and E rehabilitation at the Chippewa County International Airport in Sault Ste. Marie, Michigan. Federal funds will be made available through a grant from the Federal Aviation Administration (FAA) for this primary airport. The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$333,000. Source of Funds: FAA Funds - \$316,350; State Bond Funds - \$8,325; EDCCC Funds - \$8,325.

Criticality: Procurement of the snow removal equipment will enhance snow removal operations at this Upper Peninsula commercial carrier airport, which will provide for safer aeronautical operations. Design of the taxiway C and E rehabilitation and electrical vault upgrades will allow these projects to be bid this winter. These projects will serve to improve safety margins at the airport by providing a safer taxiway area and upgrading an outdated electrical vault. Delay of this contract would delay multiple improvements that will serve to increase safety and enhance airport facility reliability.

Purpose/Business Case: To provide for the procurement of snow removal equipment (grader with attachments), the design of upgrades to the electrical vault, and the design of the rehabilitation of taxiways C and E.

Benefit: Will enhance the safety and reliability of the airport facilities.

Funding Source: 95% FAA Funds; 2.5% State Bond Funds; 2.5% EDCCC Funds.

Commitment Level: The airport sponsor is obligated by past grants to maintain federal planning, development, and safety standards.

Risk Assessment: If the contract is not approved, the local sponsor would have to proceed without federal or state assistance. A delay in the project would prompt a citation by the federal compliance inspector and affect the receipt of future grants for this airport.

Cost Reduction: The equipment will be bid locally and awarded to the lowest bidder. The construction will be bid through MDOT and awarded to the lowest bidder. All consultant contracts are reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49788.

18. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (82099-101393) under Master Agreement (94-0803), dated July 28, 1994, between MDOT and Consolidated Rail Corporation (Conrail) will provide funding to supplement the existing active warning devices with half-roadway gates, a pre-signal interconnection, and appropriate activation circuitry at Conrail's grade crossing of Shoemaker Road in the city of Detroit, Michigan. This work, to be undertaken as part of MDOT's annual grade crossing safety enhancement prioritization program, will improve motorist safety. The authorization will be issued under the provisions of the master agreement and a local agency application submitted by the City of Detroit and approved on August 14, 2007. The project cost is estimated at \$178,641.66. Source of Funds: Federal Highway Administration (FHWA) Funds - \$107,184.99; FY 2007 State Restricted Trunkline Funds - \$71,456.67.

Criticality: In November 2006, members of a review team determined that the existing active warning devices needed to be supplemented with half-roadway gates and a pre-signal interconnection to provide appropriate warning for motorists. The crossing had been the scene of two car-train crashes during the preceding five years. Conrail is under an administrative order to make the safety enhancements.

Purpose/Business Case: The project will provide for the installation of new half-roadway gates, a pre-signal interconnection, and appropriate activation circuitry at the existing grade crossing of Conrail with Shoemaker Road in the city of Detroit, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The work is being undertaken for the sole purpose of enhancing motorist safety. The installation of new half-roadway gates, a pre-signal interconnection, and circuitry was determined necessary by a team that included representatives of the local road authority, the operating railroad, and MDOT's Rail Safety Section.

Funding Source: Funding for this project is provided from state and federal dedicated grade crossing safety funds appropriated under the provisions of MCLA 247.660(1)(a) and U.S. Code Title 23, Section 130, respectively. FHWA Funds - \$107,184.99; FY 2007 State Restricted Trunkline Funds - \$71,456.67

Commitment Level: The authorization amount is based on Conrail's detailed estimate and will be paid on a force account basis.

Risk Assessment: This crossing is currently equipped with cantilevers and flashers. The installation of gates, a pre-signal interconnection, and appropriate activation circuitry will reduce motorist exposure to risk by 81 percent.

Cost Reduction: The work will be performed by Conrail on a force account basis, so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Conrail and the City of Detroit.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48213.

19. AERONAUTICS AND FREIGHT (Freight) – Railroad Force Account Work

Authorization (09010-87931) under Contract (2006-5364), dated September 6, 2006, between MDOT and the Michigan Sugar Company (Michigan Sugar) will provide additional funding of \$49,589.41 necessary to complete the project. The original authorization amount of \$96,456 was based on an estimate for the installation of flashing-light signals and half-roadway gates at the grade crossing of Euclid Avenue in Bay County, Michigan. The revised authorization amount will be \$146,045.41. Source of Funds: Federal Highway Administration (FHWA) Funds - \$73,022.71; FY 2006 State Restricted Trunkline Funds - \$73,022.70.

Criticality: In November 2005, members of a review team determined that flashing light signals and half-roadway gates needed to be installed at the crossing to provide appropriate warning for motorists. Michigan Sugar is under an administrative order to make the safety enhancements. The increased funding is essential for the company to complete the work.

Purpose/Business Case: The revised authorization will provide sufficient funding for the installation of flashing-light signals and half-roadway gates at the grade crossing of Euclid Avenue in Bay County, Michigan. This installation is ordered for public safety under the provisions of MCLA 462.301.

Benefit: The additional funding will allow Michigan Sugar to proceed with the project to enhance motorist safety.

Funding Source: Funding for this project is provided by federal and state dedicated grade crossing safety funds appropriated under the provisions of U.S. Code Title 23, Section 130, and MCLA 247.660 (1)(a), respectively. FHWA Funds - \$73,022.71; FY 2006 State Restricted Trunkline Funds - \$73,022.70.

Commitment Level: The revised authorization amount is based on Michigan Sugar's revised estimate. All costs will be paid on a force account basis.

Risk Assessment: Exposure to risk at highway-railroad grade crossings is measured using an FHWA-approved formula known as the New Hampshire Index. The crossing is currently equipped with passive devices. The installation of flashing-light signals and half-roadway gates will reduce motorist exposure to risk by 86 percent.

Cost Reduction: The work will be performed by Michigan Sugar on a force account basis so MDOT will reimburse only the actual costs incurred. Ongoing maintenance will be the joint responsibility of Michigan Sugar and the Bay County Road Commission.

Selection: N/A.

New Project Identification: This is an upgrade to an existing crossing.

Zip Code: 48706.

20. AERONAUTICS AND FREIGHT (Freight) - Railroad Crossing Closure

Contract (2007-0758) between MDOT and the City of Owosso will provide a lump sum incentive payment in exchange for the City of Owosso's action to close Elm Street at its grade crossing with the Huron & Eastern Railway in Shiawassee County. This work will enhance motorist safety by eliminating a location of potential conflict between vehicles and trains. All closure work will be completed within one year of the date of award of the contract. The contract will be in effect from the date of the award until the last obligation between the parties has been fulfilled. The contract amount will be \$25,000. Source of Funds: FY 2007 State Restricted Trunkline Funds - \$25,000.

Criticality: Permanently closing the crossing to vehicular traffic will ensure that no motorist will be injured or killed at the crossing in the future. The availability of this incentive funding, which the City of Owosso may use for any transportation purpose, was critical to the decision to close the crossing.

Purpose/Business Case: This action is being undertaken in the interest of public safety and in support of a federal goal to reduce the number of public at-grade railroad crossings nationwide by 25 percent. Michigan law (MCLA 247.661(1)(c)(iv) and 247.661(14)(f)) provides for cash incentive payments to local road jurisdictions.

Benefit: The road closure is being undertaken by the City of Owosso for the purpose of enhancing motorist safety. Closing Elm Street at the railroad track will end vehicular movements over this grade crossing and eliminate potential car-train crashes.

Funding Source: The cash incentive payment for these closures comes from state dedicated grade crossing safety funds, appropriated under the provisions of MCLA 247.660(1)(a). FY 2007 State Restricted Trunkline Funds - \$25,000.

Commitment Level: The contract cost is fixed and will be paid on a lump sum basis. No additional costs will be allowed.

Risk Assessment: Closing this public street at the railroad crossing will permanently eliminate the risk of car-train crashes at this location.

Cost Reduction: The costs of accomplishing the closure will be borne by the road authority and the railroad. Neither MDOT nor any other state agency will be responsible for ongoing maintenance.

Selection: N/A.

New Project Identification: This is a cash incentive payment provided to the local road authority in exchange for enhancing safety through the road closure.

Zip Code: 48867.

21. HIGHWAYS - IDS Engineering Services

Retroactive Authorization Revision (Z7/R2) under Contract (99-0199) between MDOT and URS Corporation Great Lakes will change the authorization effective date by 29 days (7 years, 231 days retroactive) to allow costs incurred before the original authorization effective date of March 1, 2000, to be reimbursed, in accordance with a January 11, 2007, decision of the Disputed Audits Review Team (DART) (DART Report 208). This revision is needed because the consultant performed work outside the contract period, per direction of the MDOT project manager. There was intense pressure on all parties to keep the project moving and stay on the construction contractor's schedule. The original authorization provided for inspection and testing services to be performed for the south S-Curve bridge construction project in Grand Rapids (CS 41131 - JN 47169A). The revised authorization term will be January 31, 2000, through December 31, 2001. The authorization amount remains unchanged at \$895,637.32. Source of Funds: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Grand Rapids Funds.

Criticality: This revision is in response to a DART decision that resulted from the consultant disputing Audit Report 2002-338. Once this revision is processed, MDOT will be able to close out all authorizations included in the audit report. It is in the best interest of the State of Michigan to move forward with the process and not delay to a later State Administrative Board agenda.

Purpose/Business Case: To retroactively change the authorization effective date by 29 days to allow costs incurred prior to the original authorization effective date of March 1, 2000, to be reimbursed, in accordance with the January 11, 2007, DART decision (DART Report 208). There will be no increase in costs.

Benefit: MDOT will be in compliance with standard contracting procedures and regulations.

Funding Source: 81.85% Federal Highway Administration Funds, 15.88% State Restricted Trunkline Funds, and 2.27% City of Grand Rapids Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, MDOT will not be in compliance with standard contracting procedures and regulations.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49503.

22. HIGHWAYS - IDS University Research Services

Authorization Revision (Z4/R2) under Contract (2003-0062) between MDOT and the Michigan Technological University will provide for the performance of additional services and will increase the authorization amount by \$4,374.90. The additional services are requested by the Federal Highway Administration (FHWA) and include assistance from Michigan's Local Technical Assistance Program (LTAP) Pavement Engineer at the 2007 National LTAP Conference and activities related to the conference, including public relations and translation. The original authorization provides for services to be performed by Michigan's LTAP Pavement Management Engineer for technical support to the Western Hemisphere Initiative through technology exchange with the Brazilian Ministry of Transportation. The authorization term remains unchanged, October 1, 2006, through September 30, 2007. The revised authorization amount will be \$29,369.66. The contract term is May 3, 2004, through May 3, 2009. Source of Funds: 100% FHWA Funds.

Criticality: The FHWA requested that the additional services be performed by the LTAP Pavement Management Engineer. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional services requested by the FHWA, including assistance from Michigan's LTAP Pavement Management Engineer at the 2007 National LTAP Conference and activities related to the conference, including public relations and translation.

Benefit: Will support the FHWA in its efforts to sponsor activities for technology transfer to Brazil.

Funding Source: 100% FHWA Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not approving this project would result in a loss of funding to the LTAP and a loss of leadership in technology transfer activities.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

23. HIGHWAYS - IDS Time Extension

Amendatory Contract (2003-0288/A3) between MDOT and Spalding DeDecker Associates, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z10), for which additional time is needed to allow the consultant to complete design services to meet the contract requirements. The additional time is needed because the project was put on hold. This project has been reactivated due to increasing pedestrian safety issues and public safety concerns. Authorization (Z10) provides for design services to be performed for the addition of a left-turn lane, the improvement of intersection radii, and the upgrade of signals and sidewalk on M-5 at Lahser Road in the city of Detroit, Wayne County (CS 82121-JN 80378C). The original contract provides for design consultant services to be performed on an as needed/when needed basis. No new authorizations will be issued under this contract. The revised contract term will be May 8, 2003, through May 7, 2009. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This contract will expire on May 8, 2008. If the IDS contract is not extended, authorization (Z10) cannot be extended, and the safety improvement work under authorization (Z10) will not be completed. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by one year to provide sufficient time for the consultant to complete ongoing work under authorization (Z10). No new authorizations will be issued under this contract.

Benefit: Will provide sufficient time for the consultant to complete ongoing work under authorization (Z10), for which additional time is needed to allow the consultant to complete the safety improvements and signal service upgrades.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete work under authorization (Z10).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48075.

24. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R1) under Contract (2005-0015) between MDOT and Hubbell, Roth & Clark, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete ongoing as-needed inspection and testing services. The additional time is needed because sufficient time was not provided under the original authorization. The original authorization provides for as-needed inspection and testing services to be performed for pavement marking projects administered by the Traverse City Transportation Service Center (TSC) within the North Region (CS various - JN various). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The revised authorization term will be June 9, 2006, through November 16, 2008. The authorization amount remains unchanged at \$121,963.53. The contract term is November 16, 2004, through November 16, 2008. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: This authorization will expire on November 17, 2007. If the authorization is not extended to allow the continuation of the as-needed inspection and testing services, the ability to provide timely inspection and testing during construction could be lost and the projects could be compromised. As a result, this authorization revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete ongoing as-needed inspection and testing services for pavement marking projects administered by the Traverse City TSC within the North Region.

Benefit: Will allow the continuation of necessary inspection and testing services that are required by federal law. The inspection and testing will ensure that all parts of the construction are up to current federal and MDOT standards and will result in a high quality product.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the ability to provide necessary inspection and testing services during the construction of this project could be jeopardized. If the services are not performed, federal funding will be lost and the project will lack adequate inspection and testing, which could result in substandard work.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49735.

25. HIGHWAYS- Time Extension

Amendatory Contract (2005-0076/A2) between MDOT and Lea Consulting, Ltd., will extend the contract term by 15 months to provide sufficient time for the consultant to complete the services. The additional time is needed because of a delay in gaining consensus on landscaping alternatives with the City of Port Huron and Canadian National Railroad. The original contract provides for detailed design and contract administration services to be performed for the Blue Water Bridge (BWB) closed circuit television (CCTV) security and alarm system for the Security System Deployment Project in Port Huron, St. Clair County (CS (B04) of 77111 - JN 82503C). The work items include complete specifications and design and construction oversight and training for the entire system to ensure equipment and system compatibility. The revised contract term will be March 4, 2005, through December 31, 2008. The contract amount remains unchanged at \$599,372. Source of Funds: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

Criticality: Several security assessments have identified potential security risks that this project will correct. Not addressing these risks could have disastrous effects both regionally and nationally. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by 15 months. This additional time is needed because of a delay in gaining consensus on landscaping alternatives with the city of Port Huron and Canadian National Railroad. The original contract provides for detailed design and contract administration services to be performed for the BWB CCTV security and alarm system for the Security System Deployment Project in Port Huron, St. Clair County.

Benefit: A comprehensive plan for the design and installation of a security system that significantly reduces security risks.

Funding Source: 75% State Restricted Trunkline Funds and 25% Homeland Security Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to approve this amendment could result in a delay in the implementation of security measures and the continued vulnerability of this structure.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.
Zip Code: 48060.

26. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z10/R1) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of additional traffic and safety services, will increase the authorization amount by \$37,647.83, and will extend the authorization term by seven months to provide sufficient time for the consultant to complete the services. The additional services will include the addition of three cantilever signs and the upgrade of the signing plans to comply with the 2005 Michigan Manual on Uniform Traffic Control Devices (MUTCD). The original authorization provides for the development of design plans for 12.94 miles of freeway sign upgrading on I-75 from Sibley Road to Junction Road in Wayne County (CS 82191, 82194 - JN 84709C). The revised authorization term will be October 21, 2005, through November 5, 2008. The revised authorization amount will be \$267,919.93. The contract term is April 5, 2005, through April 4, 2010. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: This project is part of the MDOT Traffic and Safety Program to preserve the integrity of MDOT safety assets, including freeway signing. If the signing plans are not upgraded, MDOT will not be in compliance with the 2005 Michigan MUTCD, which could result in the loss of federal funding. As the result, this revision needs to be approved on the September 28, 2007, State Administrative Board agenda and cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional design services to be performed for the signing plan updates and to extend the authorization term by seven months to provide sufficient time for the consultant to complete the services.

Benefit: Will allow the signing plans to be upgraded, as required by the 2005 Michigan MUTCD, and will allow the new letting date to be met.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, MDOT will not be in compliance with the 2005 Michigan MUTCD, which could result in the loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48238.

27. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z2/R2) under Contract (2006-0076) between MDOT and Wilbur Smith Associates, Inc., Michigan, will provide for the performance of additional design services and will increase the authorization amount by \$21,124.77. The additional services will include removing and replacing proposed sidewalks with Americans with Disabilities Act (ADA) compliant building entrance ramps for businesses on M-49, M-99, and St. Joseph Street in Hillsdale County. The work items include preparing required plans for pedestrian ramps; removing and replacing curbs, gutters, and sidewalks; and providing solutions to any problems that may arise during the design of the project. The original authorization provides for design services to be performed for roadway resurfacing and reconstruction work on M-49 from US-12 north to M-99, Hillsdale County (CS 30012 - JN 79893C). The authorization term remains unchanged, June 20, 2006, through December 7, 2008. The revised authorization amount will be \$545,479.90. The contract term is December 8, 2005, through December 7, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: ADA compliance issues have become a critical part of the design process. When ADA requirements cannot be met due to physical barriers, the areas of technical infeasibility must be reviewed and documented. Deferring this revision to a later date would jeopardize the project schedule. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design services, including removing and replacing proposed sidewalks with ADA compliant building entrance ramps for businesses on M-49, M-99, and St. Joseph Street, in Hillsdale County.

Benefit: Will provide for compliance with ADA requirements and will provide a safer pedestrian route.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, MDOT will not be in compliance with ADA requirements.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 49252.

28. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2006-0099) between MDOT and Capital Consultants, Inc., will provide for design services to be performed for the rehabilitation of six existing pump stations in Wayne and Genesee Counties, Metro and Bay Regions (CS 84900 - JN 89750C). The work items include the performance of a pick up survey and a drainage study, the preparation of required plans, the computation and verification of all plan quantities, the preparation of staging plans, and the performance of utility coordination. The authorization will be in effect from the date of award through January 17, 2009. The authorization amount will be \$391,074.08. The contract term is January 18, 2006, through January 17, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: The pump stations along the state highways are responsible for the immediate draining of water away from the roadway during and after rainfall. MDOT is currently rehabilitating these critical facilities in batches. Pump station failure could result in freeways being shut down for hours until water drains away naturally, which would cause disruptions to commerce, destruction of property and possible safety hazards. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This authorization will provide for design services to be performed for the rehabilitation of six existing pump stations in Wayne and Genesee Counties, Metro and Bay Regions (CS 84900 - JN 89750C). The storm water pump stations are an integral component of the highway infrastructure located in low-lying areas alongside trunklines and interstate and serve to remove water from the roads as a part of the roadway design to prevent flooding and roadway closures. The proper maintenance and the functional reliability of these storm water pump stations are critical to the structural integrity of the highway pavement and roadbed subgrade.

Benefit: Will provide for the continued functionality of the pump stations, which act as part of the overall drainage strategy of the roadway.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved and the pump stations are not rehabilitated, the pump stations could fail, which could result in roadway flooding and safety hazards. These pump stations are in extremely poor condition and in urgent need of rehabilitation.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48075.

29. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2006-0232) between MDOT and Holland Engineering, Inc., will provide for the performance of a road design survey for M-22 from the village of Northport to the village of Omena in Leelanau County (CS 45072 - JN 83588C). The work items include creation of a full alignment, survey control placement, hard surface observations, hydraulic survey, structure details, and detailed mapping. The authorization will be in effect from the date of award through March 22, 2009. The authorization amount will be \$146,277.59. The contract term is March 23, 2006, through March 22, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This authorization will provide for the performance of a design survey for a highway project that is included in the Five-Year Plan. If this authorization is not approved, the schedule for the rehabilitation of this roadway would not proceed. A survey must be performed to allow design activities to commence to meet the approved program schedule. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of a road design survey for M-22 from the village of Northport to the village of Omena in Leelanau County. This authorization will provide the survey information required for the roadway design.

Benefit: The survey will provide the information needed to allow the design activities to commence to meet the approved program schedule.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: A complete and detailed survey is required for an accurate design. Errors that could occur without sufficient survey data could be very costly and could result in the loss of federal funding for the completion of this rehabilitation project.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based selection.

New Project Identification: This is not a new project.

Zip Code: 49735.

30. HIGHWAYS - Design Engineering Services

Amendatory Contract (2006-0510/A1) between MDOT and URS Corporation Great Lakes will provide for the performance of additional design engineering services for bridge approaches and for bridge-related coordination services and will increase the contract amount by \$761,076.15. The original contract provides for the performance of road design engineering services for the reconstruction of I-75 (Chrysler Freeway) for 2.783 miles from the southern Wayne County line to Gibraltar Road in the cities of Rockwood, Flat Rock, and Woodhaven and in Brownstown Township, Wayne County (CS 82191- JN 55663C). The additional work items include culvert and bridge approach design, coordination of staging, maintaining traffic, pavement marking, and signals and signing. The contract term remains unchanged, October 18, 2006, through February 1, 2009. The revised contract amount will be \$2,930,370.60. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: It is critical that this amendment be approved at this time to allow the project to be constructed at the same time as the planned I-75 freeway closure in the city of Detroit. This coordination effort will eliminate future traffic impacts and address regional mobility concerns. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of additional design engineering services for bridge approaches and for bridge-related coordination services needed for the I-75 reconstruction project, including safety upgrades.

Benefit: Will provide the necessary design engineering services for work critical to maintaining pavement conditions and making safety upgrades by upgrading the shoulder width and the deceleration and acceleration length of the roadway. Additional culvert and bridge work is being added to the project to address the needed safety upgrades as part of the roadway reconstruction. This project will reduce traffic accidents and long-term maintenance costs for this area.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This is preventative maintenance work. Reconstruction is the preferred method of repair for the roadway based on its current condition. The additional bridge work is required for necessary safety upgrades. If this work is not approved and performed, safety risks would remain high, alternate repairs and additional maintenance would be required, and the costs would be higher.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualification-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48173.

31. HIGHWAYS - IDS Engineering Services

Authorization (Z22) under Contract (2006-0603) between MDOT and Rowe, Inc., will provide for the performance of design services for the reconstruction of M-53 from 34 Mile Road to Bordman Road in Bruce Township, Macomb County (CS 50012 - JN 47040C). The work items include the design of pavement cross slope, shoulder width, and superelevation. The reconstruction work also includes the addition of a center left-turn lane and right-turn lanes. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$770,051.52. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Approval of this authorization at this time is needed to meet the design schedule and to maintain the proposed letting date. A substantial amount of right-of-way may need to be acquired before the project is let. As a result, the project cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of design services for the reconstruction of M-53 from 34 Mile Road to Bordman Road in Bruce Township, Macomb County.

Benefit: Will improve roadway safety and ride quality.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the design services could result in increased maintenance costs for repairs and continued exposure of travelers to safety hazards.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48065.

32. HIGHWAYS - IDS ENGINEERING Services

Authorization (Z25) under Contract (2006-0615) between MDOT and Parsons Brinckerhoff Michigan, Inc., will provide for the development of an Intelligent Transportation System (ITS) communications implementation study in the Metro Region (CS 84917 - JN 87982). The authorization will be in effect from the date of award through September 27, 2009. The authorization amount will be \$149,991.57. The contract term is September 28, 2006, through September 27, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Communication paths between ITS devices and users are the key to making them most effective. Planning now will reduce the future time and dollars spent on region-wide ITS projects. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the development of an ITS communications implementation study in the Metro Region.

Benefit: This project will help MDOT to reduce the time and money spent on future ITS projects by developing the framework for a communication plan.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation and would not allow MDOT to achieve the safety and operational goals of the ITS Strategic Plan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48075.

33. HIGHWAYS - IDS Engineering Services

Authorization (Z22) under Contract (2007-0419) between MDOT and URS Corporation Great Lakes will provide for the performance of Intelligent Transportation System (ITS) services to support West Michigan Traffic Management Center (WMTMC) control room operations in the Grand Region (CS 84913 - JN 100554). The core functions include traffic monitoring, incident management, traffic information collection and dissemination, data collection, and coordination with local agencies and public organizations. The authorization will be in effect from the date of award through February 20, 2010. The authorization amount will be \$326,622.66. The contract term is February 21, 2007, through February 20, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Control room operations are critical for traffic monitoring, incident management, traffic information collection and dissemination, data collection, and coordination with local agencies and public organizations. Continuing and improving these services will save time, money, and lives. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of ITS services to support WMTMC control room operations in the Grand Region.

Benefit: Will assist in achieving the safety and operational goals of the ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Failure to provide the services outlined could result in the loss of federal participation and would not allow MDOT to achieve the safety and operational goals of the ITS Strategic Plan and the Grand Rapids Metropolitan Area Strategic Plan.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

34. HIGHWAYS - IDS Engineering Services

Contract (2007-0787) between MDOT and Fanning & Company, LLC, will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, State Restricted, or local funds, depending on the particular project authorized.

35. HIGHWAYS - IDS Engineering Services

Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, State Restricted, or local funds, depending on the particular project authorized.

36. HIGHWAYS - IDS Engineering Services

Contract (2007-0813) between MDOT and Gourdie-Fraser, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, State Restricted, or local funds, depending on the particular project authorized.

37. HIGHWAYS (Real Estate) - IDS Real Estate Services
Contract (2007-0806) between MDOT and Quadrant NW Appraisal Service will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Support Area to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.
38. *PASSENGER TRANSPORTATION - Section 5309 Revenue Grant
Contract (2007-0582) between MDOT and the Federal Transit Administration (FTA) will provide for a grant of \$1,132,067 in federal funds to the state for the purchase of property and the construction of a transit facility for the Allegan County Board of Commissioners, an eligible transit agency, participating in the FY 2005 Federal Section 5309 Capital Discretionary Program. State matching funds in the amount of \$283,017 will be provided, for a total contract amount of \$1,415,084. The contract will be in effect from the federal grant effective date, August 13, 2007, until the last obligation between the parties has been fulfilled. The contract is retroactive due to the effective date matching the federal grant effective date. This is one of the retroactive contract categories exempted by the State Administrative Board (SAB) on October 6, 1992, from the SAB retroactive contract policy. Source of Funds: FTA Funds - \$1,132,067; FY 2003 State Restricted Comprehensive Transportation Funds - \$283,017.
- Criticality:** The County of Allegan does not currently have a transit facility, and the new facility will enable the County to provide more efficient service. Also, the federal funds will lapse if not put under contract this year.
Purpose/Business Case: To provide federal funding for the purchase of property and the construction of a transit facility for Allegan County.
Benefit: Increased public safety through improved transportation infrastructure.
Funding Source: FTA Funds - \$1,132,067; FY 2003 State Restricted Comprehensive Transportation Funds - \$283,017.
Commitment Level: Grant amount is based on cost estimates.
Risk Assessment: The risk of not approving this contract is the loss of federal funds.
Cost Reduction: Grant amount is determined by the FTA and is not negotiated.
Selection: N/A.
New Project Identification: This is a new project.
Zip Code: 49010.
39. TRANSPORTATION PLANNING – Woodward Heritage Team Project
Authorization (Z48) under Master Agreement (2003-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for oversight of Phase III of the National Scenic Byways Woodward Heritage Team Project. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$103,795. The term of the master agreement is from October 1, 2005, through September 30, 2008. Source of Funds: 86% Federal Highway Administrations (FHWA) Funds and 14% SEMCOG Funds.
- Criticality:** These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.
Purpose/Business Case: To provide for Phase III of the Woodward Heritage Team Project.
Benefit: Will provide federal funds for Phase III of the project.

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 86% FHWA Funds and 14% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The cost of this planning activity/equipment is commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49022.

40. TRANSPORTATION PLANNING - Pavement Management System

Authorization (Z18) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the local units of government to develop pavement maintenance strategies. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$195,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To allow the local units of government to gather condition data using the Pavement Management System.

Benefit: The development of pavement maintenance strategies..

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

41. TRANSPORTATION PLANNING – Update and Maintenance of GIS

Authorization (Z19) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for update and maintenance of the regional Geographic Information System (GIS) for the Grand Rapids Metropolitan Planning Organization (MPO). The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$35,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To maintain and update the regional GIS for the Grand Rapids MPO.

Benefit: Will provide the update and maintenance of the regional GIS for the Grand Rapids MPO.

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

42. TRANSPORTATION PLANNING – Update and Maintenance of Congestion Management System

Authorization (Z20) under Master Agreement (2006-0004) between MDOT and the Grand Valley Metropolitan Council (GVMC) will provide for the update and maintenance of the congestion management system for GVMC member agencies using the information collected by metropolitan planning organization (MPO) staff. The plan will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$75,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Criticality: These federally authorized funds must be made available in order for the MPOs to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the update and maintenance of the congestion management system.

Benefit: Will allow the local units of government to develop congestion mitigation strategies and priorities for improvements to the federal aid system.

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds and 18.15% GVMC Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

New Project Identification: This is an ongoing program.

Zip Code: 49503.

43. TRANSPORTATION PLANNING - Traffic Count Program

Authorization (Z20) under Master Agreement (2006-0006) between MDOT and the Macatawa Area Coordinating Council (MACC) will provide for the undertaking of traffic counts and other necessary items for the Highway Performance Monitoring System (HPMS), including retaining a consultant to assist in acquiring traffic counts, on an as-needed basis. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$25,657. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% MACC Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the undertaking of traffic counts and other necessary items for the HPMS.

Benefit: Will provide traffic counts and other necessary items for the HPMS.

Funding Source: Dedicated federal funds that must be passed to the MPOs per the federal regulations cited above. 81.85% Federal Highway Administration Funds (STPU) and 18.15% MACC Funds.

Commitment Level: The cost of this project is based on the federally-approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49424.

44. TRANSPORTATION PLANNING - Economic Study

Authorization (Z27) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an economic analysis of the impact of the Five Year Transportation Program and other special projects. SEMCOG will assist MDOT by working with the Detroit Regional Chamber and other local entities to study the economic impact of Canada on Wayne County. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$45,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 30, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To study the economic impact of Canada on Wayne County.

Benefit: A methodology will be developed to provide an assessment of the total economic impact in areas such as export sales, real estate, banking, business, retailing, energy, tourism, employment, and education.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

45. TRANSPORTATION PLANNING - Economic Study

Authorization (Z28) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an economic analysis of the impact of the Five Year Transportation Program and other special projects. St. Clair County Transportation Committee will assist MDOT by working with local entities to study the economic impact of Canada on St. Clair County. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$45,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To study the economic impact of Canada on St. Clair County.

Benefit: A methodology will be developed to provide an assessment of the total economic impact in areas such as export sales, real estate, banking, business, retailing, energy, tourism, employment, and education.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

46. TRANSPORTATION PLANNING - Planning Coordination

Authorization (Z29) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of three planning coordination activities from SEMCOG's FY 2007-2008 Unified Work Program (UWP). The activities include: project status coordination for the Transportation Improvement Program, project assistance/model application assistance, and contract management of various transportation planning grants. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$355,751. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the performance of three planning coordination activities from SEMCOG's FY 2007- 2008 UWP.

Benefit: Will allow the three planning coordination activities to be implemented using one job number.

Funding Source: Dedicated federal funds that must be passed through to the MPO per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved UWP for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

47. TRANSPORTATION PLANNING - Travel Demand Model

Authorization (Z30) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the development and update of a travel demand model for the Washtenaw Area Transportation Study (WATS). The project will support the development of the model networks for the future as well as improvements that were initiated in Fiscal Year 2000. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$115,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the continued refinement of the travel demand modeling process used for the periodic update of the long-range transportation plan for Washtenaw County and for local impact analysis.

Benefit: Will provide for the maintenance, management, and continued improvement of the Washtenaw County network model at WATS.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

48. TRANSPORTATION PLANNING - Ozone Action Outreach Program

Authorization (Z32) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for the performance of activities to raise public awareness of and expand the Ozone Action Outreach Program in the urban Detroit area. SEMCOG staff will engage in promotional/educational activities with local media at community events. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 30, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: SEMCOG staff will engage in promotional/educational activities with local media at community events pertaining to the Ozone Action Day Program.

Benefit: Will raise public awareness of the Ozone Action Day Program in the urban Detroit area.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

49. TRANSPORTATION PLANNING - Economic Analysis

Authorization (Z33) under Master Agreement (2006-0009) between MDOT and the Southeast Michigan Council of Governments (SEMCOG) will provide for an economic analysis of the impact of the Five Year Transportation Program and other special projects. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$187,500. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for an economic analysis of the impact of the Five Year Transportation Program and other special projects.

Benefit: Will prioritize projects and assess the impact of proposed expenditures of public funds on the region's economy.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% SEMCOG Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48226.

50. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Authorization (Z14) under Master Agreement (2006-0014) between MDOT and the East Central Michigan Planning & Development Regional Commission will provide for the development of a comprehensive regional non-motorized plan for the 13 counties that comprise the MDOT Bay Region (Gratiot, Genesee, Lapeer, Tuscola, Sanilac, Huron, Arenac, Gladwin, Clare, Isabella, Midland, Bay, and Saginaw). The non-motorized comprehensive plan will provide a uniform basis for identifying needed projects and project elements, prioritizing those projects, and determining the optimum funding arrangements for the projects. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$50,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the regional planning organizations (RPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the development of a non-motorized comprehensive plan for identifying needed projects and project elements.

Benefit: Will provide a basis for identifying needed projects, prioritizing those projects, and determining the funding arrangements.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 48602.

51. TRANSPORTATION PLANNING - Access Management Study

Authorization (Z15) under Master Agreement (2006-0015) between MDOT and the Eastern Upper Peninsula Regional Planning Commission (EUP) will provide for EUP to manage an access management study for the established I-75 business spur/M-129 corridor in Chippewa County for MDOT. EUP's responsibilities include, but are not limited to, hiring a qualified vendor to produce the plan, and project management/coordination. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$80,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the metropolitan planning organizations (MPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business: To provide for the development of an access management study.

Benefit: The corridor study will identify deficiencies and aid in the development of an access management plan and access management zoning ordinance language to be adopted by local government units.

Funding Source: Dedicated federal funds that must be passed through to the MPOs per the federal regulations cited above. 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The cost of this project is based on the federally approved Unified Work Program (UWP) for the MPO. The UWP describes all transportation planning work activities for the fiscal year and includes budgeted dollar amounts. The work is expected to be completed in the fiscal year for which it is approved.

Risk Assessment: Failure to comply with the federal regulations cited above could result in the decertification of the MPOs and the loss of millions of dollars for transportation planning activities.

Cost Reduction: The costs of planning activities are negotiated by the local agency/MPO. Review and concurrence are performed at the state level, and approval is given at the federal level. The costs of planning activities/equipment are commensurate with the overall budget for the local planning agency for the fiscal year.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49783.

52. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Authorization (Z15) under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments will provide for the development of a comprehensive regional non-motorized strategy for the eastern counties of MDOT's North Region, including Alcona, Alpena, Cheboygan, Crawford, Iosco, Montmorency, Ogemaw, Oscoda, Otsego, Presque Isle, and Roscommon Counties. This strategy will be used by MDOT and local officials to prioritize non-motorized projects for implementation, identify funding sources, and guide investment. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$55,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the regional planning organizations (RPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the development of a non-motorized comprehensive plan for identifying needed projects and project elements.

Benefit: Will provide for a basis for identifying needed projects, prioritizing those projects, and determining the funding arrangements.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.
Commitment Level: RPO costs are fixed and limited by line item appropriation.
Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.
Cost Reduction: The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.
Selection: N/A.
New Project Identification: This is an ongoing program.
Zip Code: 49735.

53. TRANSPORTATION PLANNING - Master Planning Agreement

Authorization (Z16) under Master Agreement (2006-0017) between MDOT and the Northeast Michigan Council of Governments (NEMCOG) will provide for the conduct of a study to address the immediate and long-range transportation needs of the Grayling area, including multi-modal traffic. The study will identify and examine the area's traffic generation patterns and develop a model for analyzing existing and future traffic volumes. Future capacities and levels of service will be generated for I-75 and the local road network. The study will also explore conceptual interchange alternatives in detail and develop cost estimates for those alternatives. The authorization will be in effect from October 1, 2007, through March 31, 2008. The authorization amount will be \$33,343. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the regional planning organizations (RPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 308, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the conduct of a study to address the immediate and long-range transportation needs in the Grayling area, including multi-modal traffic.

Benefit: The study will identify and examine the area's traffic generation patterns and develop a model for analyzing existing and future traffic volumes.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The cost of funding the RPO program is fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49735.

54. TRANSPORTATION PLANNING - Non-Motorized Comprehensive Plan

Authorization (Z21) under Master Agreement (2006-0018) between MDOT and the Northwest Michigan Council of Governments will provide for the development of a comprehensive regional non-motorized strategy for the western counties of MDOT's North Region, including Antrim, Benzie, Charlevoix, Emmet, Grand Traverse, Kalkaska, Lake, Leelanau, Manistee, Mason, Missaukee, Osceola, and Wexford Counties. This strategy will be used by MDOT and local officials to prioritize non-motorized projects for implementation, identify funding sources, and guide investment. The authorization will be in effect from October 1, 2007, through September 30, 2008. The authorization amount will be \$29,000. The term of the master agreement is October 1, 2005, through September 30, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: These federally authorized funds must be made available in order for the regional planning organizations (RPOs) to meet federally mandated requirements as documented in 23 CFR Part 450, Section 30, and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Planning funds authorized by SAFETEA-LU are mandated by 23 CFR Part 420, Section 109.

Purpose/Business Case: To provide for the development of a non-motorized comprehensive plan for identifying needed projects and project elements.

Benefit: Will provide a basis for identifying needed projects, prioritizing those projects, and determining the funding arrangements.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: RPO costs are fixed and limited by line item appropriation.

Risk Assessment: The RPOs provide an invaluable extension of MDOT resources. The risk of not performing these activities would be an increased workload for MDOT personnel.

Cost Reduction: The costs of funding the RPO program are fixed by our state legislature. Cost reductions can only occur through legislation.

Selection: N/A.

New Project Identification: This is an ongoing program.

Zip Code: 49685.

55. TRANSPORTATION PLANNING – IDS University Research Services

Authorization Revision (Z3/R1) under Contract (2006-0034) between MDOT and Michigan State University (MSU) will extend the authorization term by approximately three months to provide sufficient time for MSU to complete the research services. The additional time is needed because the field testing has taken longer than expected; it will allow MSU to complete fall field testing and finalize the methodology. The original authorization provides for the development of a rapid assessment method (RAM) for wetlands in Michigan. The RAM will be used to classify and monitor wetland conditions over time and will soon be a condition of all MDOT wetland permits from the Michigan Department of Environmental Quality (MDEQ) and the U.S. Army Corp of Engineers. The revised authorization term will be October 1, 2007, through December 31, 2007. The authorization amount remains unchanged at \$88,519. The contract term is October 10, 2005, through October 9, 2008. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: This project will help MDOT to meet the wetland assessment and permitting demands within its environmental clearance process. MDOT must develop this methodology within the next two years in order to comply with U.S. Army Corps of Engineers standards. Accelerated project schedules and the wetland permitting process require a more streamlined approach to allow MDOT to effectively manage the 150 permit applications processed each year.

Purpose/Business Case: To extend the authorization term by three months to provide sufficient time for MSU to complete fall field testing and finalize the methodology for MDOT. Field testing has taken longer than expected; the additional time is needed to ensure that a functional model is completed. The original authorization provides for the development of a RAM for wetlands in Michigan. The RAM will be utilized for all wetland assessment and wetland mitigation requirements within MDOT and will soon be a condition of all MDOT wetland permits from MDEQ and the U.S. Army Corp of Engineers.

Benefit: Will allow the wetland RAM to be completed.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: The risks of not completing the RAM include the higher costs and greater time required to perform traditional wetland delineation assessments to prepare 150 wetland permit applications per year. To remain on schedule, permits from MDEQ and the U.S. Army Corp of Engineers must be obtained. The RAM will soon be a condition of all MDOT wetland permits from MDEQ and the U.S. Army Corp of Engineers.

Cost Reduction: Costs are on an actual cost basis not to exceed the authorization maximum amount.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

56. *TRANSPORTATION PLANNING - Biodiesel Infrastructure Project

Contract (2007-0762) between MDOT and the City of Ann Arbor will provide federal Congestion Mitigation/Air Quality (CMAQ) funds to the City of Ann Arbor for the purchase and installation of equipment for biofuel pumps at five locations in Washtenaw County. This project will improve air quality, provide economic benefits to Southeast Michigan, and promote biodiesel products as an alternative fuel. The contract amount will be \$290,840. The contract will be in effect from the date of award through September 30, 2008. Source of Funds: 80% Federal Highway Administration (FHWA) Funds and 20% City of Ann Arbor Funds.

Criticality: Approval of this contract at this time is critical to the successful implementation of the project this fiscal year. The project has met FHWA requirements for funding eligibility, and the funds need to be encumbered by the end of fiscal year 2007 in order to avoid delays. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide CMAQ funds to the City of Ann Arbor for the purchase and installation of equipment for biofuel pumps at five locations in Washtenaw County. The city of Ann Arbor is working with the Clean Energy Coalition to purchase the equipment.

Benefit: The use of alternative fuels reduces pollutants and mobile emissions. This project will provide reductions in volatile organic compounds and nitrous oxide emissions. The project will benefit Washtenaw County and Southeast Michigan by contributing to the maintenance of the ambient air quality standard for ozone and fine particulates.

Funding Source: 80% FHWA Funds (CMAQ) and 20% City of Ann Arbor Funds.

Commitment Level: The purchase and installation of the necessary equipment to establish biodiesel fuel stations at five locations in Washtenaw County is scheduled to be completed by September 30, 2008.

Risk Assessment: Failure to approve this contract by the end of the fiscal year will delay the implementation of the project and the realization of its benefits. If the project is not performed, air quality in the area could remain poor, and violations of air quality standards could necessitate the implementation of costly measures, including the resurrection of motor vehicle testing programs in Southeast Michigan

Selection: N/A.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

New Project Identification: This is a new project.

Zip Code: 48107.

57. *TRANSPORTATION PLANNING - Access Management Plan

Contract (2007-0798) between MDOT and Alfred Benesch & Company will provide for the development of a comprehensive access management plan for the M-24/Main Street corridor within the city limits of the city of Lapeer in Lapeer County. The contract will be in effect from the date of award through September 30, 2008. The contract amount will be \$68,016.98. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: MDOT received notification that a FY 2007 access management study had been canceled and that \$150,000 in State Planning & Research Funds were available for other projects. If the federal funds are not used, they will be lost. The Bay Region will use a portion of these funds for the M-24 access management study, originally scheduled to begin in FY 2008.

Purpose/Business Case: M-24/Main Street is the primary route through the city of Lapeer and provides access to and from the I-69 freeway. In the 3.3 miles that extend through the city, the southern half is zoned commercial and approximately 85 percent is developed. The northern half is zoned with a mixture of residential, office, and commercial. The city recently annexed about a mile of M-24 from the south city limits to about one-half mile south of I-69. This is planned for commercial development. There are now 60 access locations per mile and an average of 120 traffic accidents per year. This scenario has precipitated the need for a comprehensive evaluation of how to provide safe and reasonable access to existing and proposed commercial developments.

Benefit: MDOT is constructing M-24 south of the city of Lapeer as a boulevard cross-section because residential development is gradually moving north from Oakland County. This will increase traffic volumes along M-24 within the city, intensifying access demands along the route. A comprehensive access management plan will aid MDOT and the City Planning Commission in the review of site plans for new and redeveloped sites.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: A comprehensive access management plan will provide for uniform shaping and administration of corridor access and will give developers positive guidance on access to and from their sites. If the contract is not approved, traffic congestion will continue to increase and the number of traffic accidents will remain high.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is a new project.

Zip Code: 48446.

58. *TRANSPORTATION PLANNING - Jurisdictional Transfer MOU

Memorandum of Understanding (MOU) (2007-0804) between MDOT and the Village of Ontonagon will transfer jurisdiction of Old M-64 and Old M-38 from MDOT to the Village of Ontonagon. Jurisdiction will transfer upon the date of award of the MOU. This is a zero dollar MOU.

Criticality: Jurisdictional transfers are used to assign jurisdiction of roadways to the appropriate level of government. Correct assignments of jurisdiction allow roadways to receive priority ranking, which is the critical element in the allocation of the limited funds available to road agencies for improvements. In addition, this MOU fulfills the intent of provisions in a previous contract between the Village of Ontonagon and MDOT, Contract (04-5479). As a result, the contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To transfer jurisdiction of Old M-64 and Old M-38 from MDOT to the Village of Ontonagon. These jurisdictional transfers will also complete MDOT's prior contractual obligations under Contract (04-5479).

Benefit: The jurisdictional transfers from MDOT to the Village of Ontonagon will free MDOT funds to be spent on higher ranking roadways.

Funding Source: N/A. This is a zero dollar transaction.

Commitment Level: N/A.

Risk Assessment: If the jurisdictional transfers do not occur, MDOT will retain low-functioning/low-priority roadways (Old M-64 and Old M-38) on its inventory of state roads. Over time, the costs of retaining such roadways will far outweigh the contract costs of future jurisdictional transfers. In addition, if the jurisdictional transfers do not occur, MDOT will not be following the provisions of Contract (04-5479).

Cost Reduction: A zero rate has been negotiated. Once the contracts are effective, MDOT will no longer have maintenance responsibility for the roadways transferred to the Village of Ontonagon.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49953-1131.

SUBCONTRACTS

59.	Lois Kay Contracting Co.	Low Bid:	\$ 156,875.26
	3046 Carrollton Road	Engineer's Estimate:	\$ 145,144.61
	Saginaw, MI 48604	Over/Under:	+ 8.1%

Description of Work: Installation of Curb and Downspout

Approval is requested to authorize the Arenac County Road Commission to award a subcontract for installation of curb and downspouts on a section of northbound I-75 to M-33 ramp in Arenac County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, there will continue to be a drainage problem on this roadway, causing an increased chance of accidents when there is rain or snow. The drainage problem could cause the road to deteriorate quickly. Poor drainage could also cause water to remain on roadways and lead to hydroplaning.

Purpose/Business Case: To provide for installation of concrete curb, gutter, and downspouts on a section of northbound I-75 to M-33 ramp in Arenac County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48604.

60.	Michigan Paving & Materials Co.	Low Bid:	\$ 553,350.00
	P.O. Box 40	Engineer's Estimate:	\$ 610,242.38
	Battle Creek, MI 49016	Over/Under:	- 9.3%

Description of Work: Hot Mix Asphalt Paving

Approval is requested to authorize the City of Battle Creek to award a subcontract for hot mix asphalt paving on M-66 in Calhoun County. The project was advertised, and three bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to deteriorate, and the risk of accidents could increase. The surface of this road is in poor condition and is deteriorating quickly.

Purpose/Business Case: To provide for hot mix asphalt paving on M-66 in Calhoun County.

Benefit: Will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.
Zip Code: 49016.

61.	Michigan Paving & Materials Co.	Low Bid:	\$ 427,419.38
	P.O. Box 40	Engineer's Estimate:	\$ 529,037.22
	Battle Creek, MI 49016	Over/Under:	- 19.2%

Description of Work: Hot Mix Asphalt Paving

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for hot mix asphalt paving on approximately 1.14 miles of M-96 in Calhoun County. The project was advertised, and four bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through December 31, 2007. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the road will continue to deteriorate, and the risk of accidents could increase. The surface on this road is in poor condition and is deteriorating quickly.

Purpose/Business Case: To provide for hot mix asphalt paving on M-96 in Calhoun County.

Benefit: The subcontract will provide for a safer roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If work is not performed, the roadways could become hazardous.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 49016.

62.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709002	\$ 5,140,707.96	\$ 3,285,355.59
	PROJECT BHI 73112-88349		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JANUARY 07, 2008		
	COMPLETION DATE - MAY 18, 2008		-36.09 %

BIDDER	DAYS	ORIGINAL	A	AS-CHECKED	A
Midwest Bridge Company	50	\$	3,285,355.59	Same	1
**					
Walter Toebe Construction Co.	80	\$	3,803,922.25	Same	2
Posen Construction, Inc.	58	\$	4,280,018.05	Same	3
C. A. Hull Co., Inc.	75	\$	5,733,331.25	Same	4
J. Slagter & Son Construction Co.					
Anlaan Corporation					

BIDDER	DAYS	ORIGINAL	A+B	AS-CHECKED	A+B
Midwest Bridge Company **	50	\$	3,785,355.59	Same	1
Walter Toebe Construction Co.	80	\$	4,603,922.25	Same	2
Posen Construction, Inc.	58	\$	4,860,018.05	Same	3
C. A. Hull Co., Inc.	75	\$	6,483,331.25	Same	4
J. Slagter & Son Construction Co.					
Anlaan Corporation					

NOTE: The low bid is determined by the ORIGINAL A+B bid totals.
The contract price is reflected by the ORIGINAL A bid total.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

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Funding Source:

88349A

Federal Highway Administration Funds 79.89 %

State Restricted Trunkline Funds 20.11 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48724.

63. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709003 \$ 2,529,347.68 \$ 2,105,647.69
 PROJECT ST 80072-32382, ETC
 LOCAL AGRMT. 06-5561 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2010 -16.75 %

0.88 mi of hot mix asphalt cold milling and resurfacing,
 widening, drainage improvements and streetscaping
 including trees, lighting, benches, picnic tables and
 sidewalks on M-40 from the south city limits to the north
 city limits of Gobles, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 2,105,647.69	Same	1 **
Hoffman Bros., Inc.	\$ 2,191,947.50	Same	2
Schippers Excavating, Inc.	\$ 2,249,558.00	Same	3
Kalin Construction Co., Inc.	\$ 2,306,602.26	Same	4
Balkema Excavating, Inc.	\$ 2,454,453.16	Same	5
Peters Construction Co.	\$ 2,604,756.84	Same	6
Kamminga & Roodvoets, Inc.	\$ 2,634,950.86	Same	7
Nashville Construction Company	\$ 2,645,761.37	Same	8
C & D Hughes, Inc.			
L Squared Construction, LLC.			
Brenner Excavating, Inc.			
Warren Contractors & Development			
Michigan Paving & Materials Co.			
Kelcris Corporation			
Robert Bailey Contractors, Inc.			
Northern Construction Services, Co.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

32382A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

87831A

Federal Highway Administration Funds	60.00 %
(Transportation Enhancement Funds)	
City of Gobles	20.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49055.

64. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709004
 PROJECT ST 13017-74998
 LOCAL AGRMT.
 START DATE - APRIL 21, 2008
 COMPLETION DATE - JULY 25, 2008

ENG. EST.	LOW BID
\$ 560,541.18	\$ 538,936.83
% OVER/UNDER EST.	
	-3.85 %

0.73 mi of hot mix asphalt cold milling and resurfacing, drainage and shoulder work, curb, gutter and guardrail reconstruction on M-294 (Beadle Lake Road) from south of Golden Avenue northerly to the M-96 (Columbia Avenue) intersection, Calhoun County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 538,936.83	Same	1 **
Aggregate Industries-Central Region	\$ 546,200.94	\$ 546,180.94	2
Rieth-Riley Construction Co., Inc.	\$ 650,047.53	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

74998A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49016.

65. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709005
 PROJECT BHI 13082-85631
 LOCAL AGRMT.
 START DATE - JUNE 16, 2008
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST.	LOW BID
\$ 487,138.20	\$ 365,436.81
% OVER/UNDER EST.	
	-24.98 %

Bridge rehabilitation and approach work on I-94 northbound and southbound under Verona Road, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 365,436.81	Same	1 **
Anlaan Corporation	\$ 428,878.55	Same	2
Davis Construction, Inc.	\$ 527,838.12	Same	3
Midwest Bridge Company	\$ 616,746.46	Same	4
L.W. Lamb, Inc.			
C. A. Hull Co., Inc.			
Posen Construction, Inc.			
Milbocker and Sons, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

85631A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49068.

66. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709006
 PROJECT STT 79062-84165
 LOCAL AGRMT.
 START DATE - MAY 05, 2008
 COMPLETION DATE - AUGUST 09, 2008

ENG. EST.
 \$ 804,918.28

LOW BID
 \$ 737,305.77

% OVER/UNDER EST.
 -8.40 %

Bridge replacement, approach work, temporary signals and maintaining traffic on M-81 over the Marsh Drain, Tuscola County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Davis Construction, Inc.	\$ 737,305.77	Same	1 **
Anlaan Corporation	\$ 796,988.22	Same	2
Posen Construction, Inc.	\$ 894,315.86	Same	3
McDowell Construction , L.L.C.	\$ 921,905.48	Same	4
C. R. Hunt Construction Company	\$ 922,137.00	Same	5
Champagne and Marx Excavating, Inc.	\$ 937,898.12	\$ 936,531.60	6
Milbocker and Sons, Inc.	\$ 977,098.92	\$ 977,018.92	7
L.J. Construction, Inc.	\$ 995,995.67	Same	8
J.E. Kloote Contracting, Inc.	\$ 996,961.01	Same	9
Hardman Construction, Inc.			
S.L. & H. Contractors, Inc.			
Midwest Bridge Company			
Fisher Contracting Company			
J. Slagter & Son Construction Co.			

9 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

84165A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48726.

67.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709007 PROJECT BHI 16093-89266, ETC LOCAL AGRMT. START DATE - MARCH 31, 2008 COMPLETION DATE - NOVEMBER 15, 2008	ENG. EST. \$ 901,715.85	LOW BID \$ 836,739.64	% OVER/UNDER EST. -7.21 %
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Deep overlay, painting, deck patching, railing and substructure repairs, approach work, and maintaining traffic on northbound and southbound I-75 over Trowbridge Road and the DNR snowmobile trail, Cheboygan County. This project includes a two year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 836,739.64	Same	1 **
C. A. Hull Co., Inc.	\$ 973,286.39	Same	2
Midwest Bridge Company	\$ 1,030,646.84	Same	3
Posen Construction, Inc.	\$ 1,061,466.92	Same	4
Anlaan Corporation	\$ 1,092,063.79	Same	5
Snowden, Inc.	\$ 1,188,123.98	Same	6
L.W. Lamb, Inc.			
Davis Construction, Inc.			
Atsalis Bros. Painting Co.			
Icarus Industrial Painting & Cont.			
Venus Painting Co.			
Zenith Tech, Inc.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program goal is to have 95% of freeway bridges and 85% of non-freeway bridges under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

89266A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

89538A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49799.

68.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709008	\$ 2,279,759.57	\$ 2,029,673.79
	PROJECT IM 38101-74151		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 11, 2008		-10.97 %

0.50 mi of parking lot construction, building removal and replacement, lighting, utilities, sitework, and installation of new soil absorption system and well at the eastbound I-94 rest area in Sandstone Township, Jackson County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert L. Johnson Construction	\$ 2,029,821.79	\$ 2,029,673.79	1 **
Hoffman Bros., Inc.	\$ 2,068,166.62	Same	2
DeAngelis Landscape, Inc.	\$ 2,085,550.00	Same	3
Sandborn Construction, Inc.	\$ 2,194,960.58	Same	4
C & D Hughes, Inc.	\$ 2,237,322.90	Same	5
3-S Construction, Inc.	\$ 2,239,469.66	Same	6
Aggregate Industries-Central Region	\$ 2,326,174.08	Same	7
Concord Excavating & Grading, Inc.	\$ 2,345,266.86	Same	8
Nashville Construction Company	\$ 2,451,927.80	Same	9
Bailey Excavating, Inc.	\$ 2,454,891.82	cannot total	n/c
E.T. MacKenzie Company	\$ 2,480,482.78	Same	10
Dunigan Brothers, Inc.			
Mead Bros. Excavating, Inc.			
Anderzack - Pitzen Construction			
ABC Paving Company			
Michigan Paving & Materials Co.			
Fonson, Inc.			
Brady Sand & Gravel, Inc.			
Milbocker and Sons, Inc.			

11 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

74151A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49283.

70. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709028
 PROJECT STT 46081-60301
 LOCAL AGRMT.
 START DATE - APRIL 15, 2008
 COMPLETION DATE - SEPTEMBER 30, 2008

ENG. EST.
 \$ 4,054,697.50

LOW BID
 \$ 4,256,400.86

% OVER/UNDER EST.
 4.97 %

5.86 mi of hot mix asphalt overlay, intersection improvements, guardrail upgrades, roadside park hot mix asphalt overlay and drainage improvements on M-50 (Monroe Highway) from Hand Highway to Nortley Highway in the village of Springville, Lenawee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 4,256,400.86	Same	1 **
Michigan Paving & Materials Co.	\$ 4,273,647.99	Same	2
Barrett Paving Materials, Inc.	\$ 4,722,632.25	Same	3
Gerken Paving, Inc.	\$ 4,742,971.96	Same	4

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60301A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49265.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48154.

72. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709030 \$ 644,266.48 \$ 587,259.82
 PROJECT STR 50022-88529
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 28, 2010 -8.85 %

Reconstruction of approaches including pavement removal,
construction of temporary cross-overs at median, sign and
signal installation and pavement marking installation on
M-59 at the Canadian National Railway railroad track
crossing east of M-97, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 587,259.82	Same	1 **
John Carlo, Inc.	\$ 638,534.90	Same	2
Six-S, Inc.	\$ 647,360.30	Same	3
Boddy Construction Company, Inc.	\$ 648,762.09	Same	4
Pamar Enterprises, Inc.	\$ 664,639.16	Same	5
Zito Construction Co.			
L.J. Construction, Inc.			
Cadillac Asphalt, LLC.			
ABC Paving Company			
Ajax Paving Industries, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project rehabilitates the railroad crossing.

Benefit: The crossing rehabilitation improves crossing safety for both vehicular and train traffic.

Funding Source:

88529A

Federal Highway Administration Funds 90.00 %

State Rail Grade Crossing 10.00 %

Commitment Level: Costs are not fixed, but are based on unit prices.

Risk Assessment: Failure to authorize the work will result in continued rough crossing surfaces and the loss of an opportunity to improve safety and operational efficiency.

Cost Reduction: Reduced maintenance costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48036.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49022.

74. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709032
 PROJECT CMG 13032-90170
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.	LOW BID
\$ 353,141.32	\$ 334,441.13
	% OVER/UNDER EST.
	-5.30 %

Traffic signal upgrades at 5 locations on M-66 in the city of Battle Creek, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 334,441.13	Same	1 **
J R Howell Airport Lighting LLC	\$ 350,214.85	Same	2
Strain Electric Company	\$ 372,813.51	Same	3
Severance Electric Co., Inc.	\$ 379,952.36	Same	4
Trans Tech Electric, L.P.	\$ 388,166.00	Same	5
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter (PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

90170A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.
Cost Reduction: Less congestion and reduced maintenance costs.
Selection: Low bid.
New Project Identification: Sign upgrade.
Zip Code: 49068.

75. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709052 \$ 445,121.36 \$ 349,936.26
 PROJECT CM 70013-87398
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - SEPTEMBER 10, 2008
 COMPLETION DATE - NOVEMBER 14, 2008 -21.38 %

0.29 mi of hot mix asphalt intersection improvements including lane additions, concrete curb and gutter, sidewalk, and drainage on US-31 south of New Holland Street to north of New Holland Street, Ottawa County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Triangle Excavators, Inc.	\$ 349,936.26	Same	1 **
Brenner Excavating, Inc.	\$ 370,455.96	Same	2
Nashville Construction Company	\$ 383,199.11	Same	3
D.J. McQuestion & Sons, Inc.	\$ 384,096.71	\$ 383,476.71	4
Milbocker and Sons, Inc.	\$ 392,657.06	Same	5
Kamminga & Roodvoets, Inc.	\$ 393,720.36	Same	6
Schippers Excavating, Inc.	\$ 409,310.00	Same	7
CL Trucking & Excavating, LLC.	\$ 411,929.71	Same	8
Dykema Excavators, Inc.	\$ 414,834.35	Same	9
Kentwood Excavating, Inc.	\$ 462,534.35	\$ 462,384.35	10
Diversco Construction Company Inc.	\$ 462,942.50	Same	11
Nagel Construction, Inc.			

11 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

87398A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Funding Source:

100179A

Federal Highway Administration Funds 90.00 %

State Restricted Trunkline Funds 10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48439.

77.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709054 PROJECT CM 33172-100275 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - NOVEMBER 14, 2007	ENG. EST. \$ 209,052.38	LOW BID \$ 190,559.58 % OVER/UNDER EST. -8.85 %
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0.10 mi of ramp widening, pavement removal, concrete joint repairs, concrete paving, hot mix asphalt shoulders, and earthwork on US-127 southbound at the Lake Lansing Road exit ramp, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 190,559.58	Same	1 **
Nashville Construction Company	\$ 194,902.35	Same	2
C & D Hughes, Inc.	\$ 197,035.05	Same	3
Aggregate Industries-Central Region	\$ 198,622.38	Same	4
Eastlund Concrete Construction	\$ 201,035.93	Same	5
Cadwell Brothers Construction Comp.	\$ 203,147.70	Same	6
Kelcris Corporation	\$ 208,433.93	Same	7
Sandborn Construction, Inc.	\$ 215,597.18	Same	8
Causie Contracting, Inc.	\$ 219,241.51	Same	9
Zito Construction Co.	\$ 220,124.63	Same	10
L & L Construction Co., Inc.	\$ 237,786.43	Same	11
Fonson, Inc.	\$ 240,507.17	Same	12
Davis Construction, Inc.	\$ 246,695.82	Same	13
Snowden, Inc.	\$ 284,190.51	Same	14
Six-S, Inc.	\$ 314,759.97	Same	15
CL Trucking & Excavating, LLC.			
E.T. MacKenzie Company			
Champagne and Marx Excavating, Inc.			

15 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

100275A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48912.

78.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709055	\$ 398,298.31	\$ 318,966.70
	PROJECT STE 61075-89758		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 08, 2007		
	COMPLETION DATE - MAY 19, 2008		-19.92 %

1.84 mi of chain link fence installation on US-31 northbound from the US-31BR westbound exit ramp northerly to south of M-120, on US-31BR westbound from west of US-31 southbound northeasterly to US-31 southbound and on US-31 southbound northerly to south of M-120, Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Diane Dukes, Inc.	\$ 319,066.70	\$ 318,966.70	1 **
Snowden, Inc.	\$ 335,342.40	Same	2
Rite Way Fence, Inc.	\$ 379,260.40	Same	3
Dale Dukes & Sons, Inc.	\$ 392,585.98	\$ 392,435.98	4
Nationwide Fence & Supply Company	\$ 440,615.13	Same	5
J & J Contracting, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: Allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

89758A

Muskegon County	11.12 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	80.00 %
State Restricted Trunkline Funds	8.88 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: New Construction.

Zip Code: 49445.

79. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709056
 PROJECT NH 41900-87663
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 18, 2008

ENG. EST.
 \$ 708,361.99

LOW BID
 \$ 722,954.50

% OVER/UNDER EST.
 2.06 %

19.40 mi of microwave vehicle detection system
 infrastructure, ITS cabinets, and fiber optic cable and
 conduit on US-131, I-196, and I-96 in the cities of Grand
 Rapids, Walker, and Wyoming, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Trans Tech Electric, L.P.	\$ 722,954.50	Same	1 **
Windemuller Electric, Inc.	\$ 767,697.31	\$ 767,178.31	2
J. Ranck Electric, Inc.	\$ 847,977.82	Same	3
Strain Electric Company			
Nationwide Fence & Supply Company			
Rauhorn Electric, Inc.			
DVT Electric, Inc			
Metropolitan Power & Lighting, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The proposed project includes the construction of two Dynamic Message Signs.

Benefit: The construction of this project will provide safer and improved traffic flow. The ability to provide the public timely traffic information allows for better decisions and therefore improved traffic flow.

Funding Source:

87663A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the motoring public area may be compromised. They are anticipating the completion of this project as announced to support the economics of the area.

Cost Reduction: With the construction of this project, our customers will benefit with reduced user delay costs and related safety improvements.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49503 county-wide.

80. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709057
 PROJECT CMG 39082-89937
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.
 \$ 292,333.14

LOW BID
 \$ 273,148.79

% OVER/UNDER EST.
 -6.56 %

Traffic signal upgrading at 8 locations on M-43 in the townships of Kalamazoo and Comstock, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 273,148.79	Same	1 **
J R Howell Airport Lighting LLC	\$ 274,601.09	Same	2
Strain Electric Company	\$ 277,802.34	Same	3
Trans Tech Electric, L.P.	\$ 288,171.00	Same	4
Severance Electric Co., Inc.	\$ 302,995.53	Same	5
DVT Electric, Inc	\$ 336,620.00	Same	6
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
Windemuller Electric, Inc.			
Wolverine Electrical Contracting			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

89937A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Sign upgrade.

Zip Code: 49009.

81. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709059
 PROJECT CM 50111-88251
 LOCAL AGRMT.
 START DATE - MAY 12, 2008
 COMPLETION DATE - JUNE 03, 2008

ENG. EST.
 \$ 140,543.40

LOW BID
 \$ 128,620.69

% OVER/UNDER EST.
 -8.48 %

0.04 mi of existing park and ride lot expansion including
 earth excavation, hot mix asphalt cold milling and
 resurfacing, paving and pavement marking on I-94 and M-29
 (23 Mile Road) at Donner Road, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pamar Enterprises, Inc.	\$ 128,620.69	Same	1 **
Boddy Construction Company, Inc.	\$ 128,645.52	Same	2
D.L.F. Trucking, Inc.	\$ 129,119.47	Same	3
Florence Cement Company	\$ 135,363.35	Same	4
ABC Paving Company	\$ 137,927.18	Same	5
Dan's Excavating, Inc.	\$ 138,559.74	Same	6
Teltow Contracting, Inc.	\$ 140,349.15	Same	7
Six-S, Inc.	\$ 142,339.07	Same	8
Ajax Paving Industries, Inc.	\$ 144,053.57	Same	9
DiPonio Contracting L.L.C.	\$ 146,699.00	Same	10
Cortis Brothers Trucking & Excavat.	\$ 146,958.15	Same	11
John Carlo, Inc.	\$ 149,863.18	Same	12
Barrett Paving Materials, Inc.	\$ 155,102.65	Same	13
Raymond Excavating Company			
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.			
L Squared Construction, LLC.			
Pro-Line Asphalt Paving Corp.			

13 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: To increase the capacity and encourage the use of the carpool lots. This project consists of expanding an existing carpool lot.

Benefit: Reconstructing the existing carpool lot will reduce maintenance costs at this location. The newly reconstructed lot may also attract new carpoolers.

Funding Source:

88251A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The surrounding communities are anticipating this carpool lot project. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Reconstructing the existing lot will greatly reduce the initial maintenance costs for the carpool lot. Our customers will benefit from the reduced costs and inconvenience associated with the configuration, overcrowding and surface condition of the existing carpool lot.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48047.

82.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709060 PROJECT STG 84915-85872-3, ETC LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - JUNE 27, 2008	ENG. EST. \$ 589,786.15	LOW BID \$ 556,782.10	% OVER/UNDER EST. -5.60 %
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Traffic signal upgrading on M-89, M-40, M-43, I-94BL, I-196, I-94, M-139, M-60, M-140, and M-51 in the cities of Hastings, St. Joseph, Niles, Dowagiac, Allegan, Barry, Berrien and Cass Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 556,782.10	Same	1 **
J R Howell Airport Lighting LLC	\$ 565,830.51	Same	2
Trans Tech Electric, L.P.	\$ 579,931.00	Same	3
Severance Electric Co., Inc.	\$ 604,990.93	Same	4
Strain Electric Company			
DVT Electric, Inc			
Wolverine Electrical Contracting			
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

85872A		
Federal Highway Administration Funds	100	%
85873A		
Federal Highway Administration Funds	100	%
88796A		
Federal Highway Administration Funds	100	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49022 region-wide.

83.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709061	\$ 255,374.98	\$ 253,917.42
	PROJECT CMG 46900-88195		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JANUARY 08, 2008		
	COMPLETION DATE - JUNE 01, 2008		-0.57 %

Traffic signal upgrading on M-34 at Church Street and on M-50 at Union Street, Maumee Street, Evans Street and Ottawa Street, Lenawee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 253,917.42	Same	1 **
J R Howell Airport Lighting LLC	\$ 263,232.21	Same	2
Severance Electric Co., Inc.	\$ 263,989.68	Same	3
Rauhorn Electric, Inc.	\$ 278,084.49	Same	4
Allstate Electric, Inc.			
Metropolitan Power & Lighting, Inc.			
Trans Tech Electric, L.P.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

88195A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49286.

84. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709062 \$ 97,216.85 \$ 78,781.00
 PROJECT M 18033-89757
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MARCH 17, 2008
 COMPLETION DATE - SEPTEMBER 19, 2010 -18.96 %

0.29 mi of landscaping at the US-127/US-127BR (Clare Avenue)
 interchange, Clare County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
County Line Nurseries & Landscaping	\$ 78,781.00	Same	1 **
Anderson-Fischer & Associates, Inc.	\$ 85,202.58	Same	2
Weyand Bros., Inc.	\$ 80,793.25	\$ 85,793.25	3
Esch Landscaping, LLC	\$ 88,388.91	Same	4
Tri-Valley Landscaping, Inc.	\$ 89,235.00	Same	5
Diane Dukes, Inc.	\$ 94,132.00	Same	6
Rasins Landscape and Associates	\$ 97,120.23	Same	7
Expo Landscaping, Inc.	\$ 102,345.38	Same	8
Porath Contractors, Inc.	\$ 110,966.91	Same	9
Marine City Nursery Company	\$ 115,633.30	Same	10
D.O.F. Inc.			

10 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: Roadside landscaping is done to provide slope protection, screening, noise buffering, and visual enhancement of the roadside, streetscape, interchanges, wetland mitigation, and along MDOT right-of-way. It is done to replace vegetation and dead plant material that was eliminated due to construction of new roadways. The program also mitigates the loss of wetlands or replaces vegetation that was damaged due to improvement projects. Landscaping is also performed in partnership with local units of government to enhance streetscapes and improve the quality of life.

Benefit: The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

Funding Source:

89757A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

Cost Reduction: Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

Selection: Low bid.

New Project Identification: Enhancement.

Zip Code: 48617 region-wide.

85. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709063 \$ 1,178,398.05 \$ 1,241,620.52
 PROJECT M 82121-85113-2, ETC
 LOCAL AGRMT. 06-5236 % OVER/UNDER EST.
 START DATE - APRIL 15, 2008
 COMPLETION DATE - SEPTEMBER 20, 2010 5.37 %

1.78 mi of tree planting, sidewalk replacement, intermittent crosswalk and parking lane decorative concrete, masonry walls and sign construction on M-5 (Grand River Avenue) from Asbury Park to Evergreen Road and driveway reconstruction on M-5 south of Glastonbury Avenue in the city of Detroit, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Warren Contractors & Development	\$ 1,241,620.52	Same	1 **
Dan's Excavating, Inc.	\$ 1,266,878.18	Same	2
Abbott Construction, Inc.	\$ 1,290,458.35	\$ 1,290,239.35	3
L Squared Construction, LLC.	\$ 1,295,329.26	Same	4
Doan Construction Company	\$ 1,347,697.82	Same	5
Angelo Iafrate Construction Company	\$ 1,462,853.34	Same	6
Posen Construction, Inc.	\$ 1,734,575.84	Same	7
Zito Construction Co.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

100048A	
City of Detroit	12.50 %
State Restricted Trunkline Funds	87.50 %
85113A	
City of Detroit	2.75 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	78.00 %
State Restricted Trunkline Funds	19.25 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 48223.

86. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709064
 PROJECT CM 33035-100261, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 20, 2009

ENG. EST.
 \$ 107,468.25

LOW BID
 \$ 72,020.85

% OVER/UNDER EST.
 -32.98 %

Expansion of carpool parking lot including hot mix asphalt removal, resurfacing, and sign upgrade located in the northeast quadrant of US-127 and Holt Road, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 72,020.85	Same	1 **
Cadwell Brothers Construction Comp	\$ 77,685.15	Same	2
Sandborn Construction, Inc.	\$ 81,460.02	Same	3
CL Trucking & Excavating, LLC.	\$ 81,981.42	Same	4
Eastlund Concrete Construction	\$ 86,159.30	Same	5
C & D Hughes, Inc.	\$ 86,790.67	Same	6
L & L Construction Co., Inc.	\$ 90,827.50	Same	7
San Marino Excavating, Inc.	\$ 91,013.30	Same	8
Michigan Paving & Materials Co.	\$ 93,796.00	Same	9
Fonson, Inc.	\$ 94,215.92	Same	10
Davis Construction, Inc.	\$ 95,362.00	Same	11
Nashville Construction Company	\$ 95,959.17	Same	12
L.J. Construction, Inc.	\$ 97,712.92	Same	13
Robert L. Johnson Construction	\$ 127,424.02	Same	14
J. Sebastian Trucking & Excavating			
Geiersbach Construction, Inc.			
E.T. MacKenzie Company			
Rieth-Riley Construction Co., Inc.			

14 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The purpose is to increase the capacity and encourage the use of the carpool lots. This project consists of removing and replacing an existing carpool lot and expanding the carpool lot.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. The newly reconstructed lot may also attract new carpoolers.

Funding Source:

100261A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

M60866

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

The surrounding communities are anticipating the carpool lot. The relationships with the communities in the area may be compromised if the work is not completed.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and reconstruction.

Zip Code: 48854.

87. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709065 \$ 1,730,486.07 \$ 1,627,191.52
 PROJECT M 52041-88068, ETC
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - MAY 15, 2008
 COMPLETION DATE - SEPTEMBER 12, 2008 -5.97 %

1.46 mi of hot mix asphalt widening from 4 to 5 lanes, surfacing and overlay of existing lanes, concrete curb and gutter, storm sewer and storm water treatment structure on US-41/M-28 from Malton Drive easterly to west of Teal Lake Avenue (M-28BR) in the city of Negaunee, Marquette County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,627,191.52	Same	1 **
Oberstar, Inc.	\$ 1,647,401.05	Same	2
A. Lindberg & Sons, Inc.	\$ 1,727,583.96	Same	3
Bacco Construction Company	\$ 1,753,654.17	Same	4
Smith Paving, Inc.			
Rieth-Riley Construction Co., Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

88068A

State Restricted Trunkline Funds	100	%
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88832A

Federal Highway Administration Funds	80.00	%
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(Transportation Enhancement Funds)

State Restricted Trunkline Funds	20.00	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49866.

- 0.21 mi of intersection improvement including hot mix asphalt, aggregate base, and concrete curb, gutter and sidewalk on I-196BL west of 104th Avenue to east of 104th Avenue, Ottawa County.

11 Bidders

Selection: Low bid.

New Project Identification: Rehabilitation.
Zip Code: 49424.

89.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709067	\$ 1,024,091.11	\$ 969,978.87
	PROJECT CM 41132-90310		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 09, 2008		
	COMPLETION DATE - JULY 25, 2008		-5.28 %

0.44 mi of new loop ramp construction, drainage improvements, guardrail, permanent pavement markings and signing on US-131 southbound at 10 Mile Road, Kent County. This project includes a 5 year materials and workmanship pavement warranty.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 969,978.87	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 974,303.68	Same	2
Diversco Construction Company Inc.	\$ 1,092,240.35	\$ 1,092,010.35	3
Six-S, Inc.	\$ 1,143,870.09	Same	4
C & D Hughes, Inc.			
Florence Cement Company			
Kelcris Corporation			
Causie Contracting, Inc.			
Snowden, Inc.			
Milbocker and Sons, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: Reduction in transportation related emissions.

Funding Source:

90310A

Federal Highway Administration Funds	80.00 %
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State Restricted Trunkline Funds	20.00 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49301.

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Funding Source:

88813A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
City of Pinconning	1.75 %
State Restricted Trunkline Funds	18.25 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Enhancement.

Zip Code: 48650.

92.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709077	\$ 28,701.00	\$ 27,444.50
	PROJECT STR 13092-88552		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 10 working days		-4.38 %

0.02 mi of reconstructing railroad grade crossing approach on M-99 at the Norfolk Southern Railway crossing in the city of Albion, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Concord Excavating & Grading, Inc.	\$ 27,444.50	Same	1 **
C & D Hughes, Inc.	\$ 27,972.50	Same	2
Nashville Construction Company	\$ 36,249.50	Same	3
L & L Construction Co., Inc.	\$ 48,656.23	Same	4
Aggregate Industries-Central Region	\$ 60,382.20	\$ 59,982.20	5
Michigan Paving & Materials Co.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project rehabilitates the railroad crossing.

Benefit: The crossing rehabilitation improves crossing safety for both vehicular and train traffic.

Funding Source:

88552A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Zip Code: 49224.

Benefit: Reduction in transportation related emissions.

Funding Source:

100268A

Federal Highway Administration Funds	80.00 %
City of Lansing	2.50 %
State Restricted Trunkline Funds	17.50 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48911.

94.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709079	\$ 83,356.78	\$ 66,196.00
	PROJECT M 20014-90353		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 30, 2007		-20.59 %

Roof replacement on I-75 northbound at the Grayling Rest Area, Crawford County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Porath Contractors, Inc.	\$ 66,196.00	Same	1 **

1 Bidder

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

90353A

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49738.

95.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709080 PROJECT M 38131-90376 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - NOVEMBER 30, 2007	ENG. EST. \$ 81,310.86	LOW BID \$ 69,725.00	% OVER/UNDER EST. -14.25 %
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Roof replacement on US-127 southbound near Berry Road at the Jackson Rest Area, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Porath Contractors, Inc.	\$ 69,725.00	Same	1 **

1 Bidder

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

90376A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Zip Code: 49277.

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
The ORIGINAL A bid reflects the actual contract price.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program goal is to have 95% of freeways and 85% of non-freeways under MDOT's jurisdiction in good condition by 2007. The Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

89733A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48079.

98.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709089	\$ 247,282.52	\$ 239,218.20
	PROJECT M 41900-90221		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - OCTOBER 05, 2007		
	COMPLETION DATE - NOVEMBER 14, 2007		-3.26 %

9.18 mi of full-depth concrete pavement joint repairs on
I-96, M-21, and M-11, Kent County.

A 2007 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kelcris Corporation	\$ 239,218.20	Same	1 **
Six-S, Inc.	\$ 302,401.47	Same	2
Snowden, Inc.			
Causie Contracting, Inc.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90221A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49525.

99. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709090 \$ 52,973.73 \$ 62,733.50
 PROJECT MS 81075-89302
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 30 calendar days 18.42 %

0.36 mi of guardrail reflector installation on the entrance
 and exit ramps of M-14 at Barton Drive in the city of
 Ann Arbor, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nationwide Fence & Supply Company	\$ 62,733.50	Same	1 **
Highway Service Co., Inc.	\$ 64,653.28	Same	2
Nashville Construction Company	\$ 73,595.88	Same	3
Snowden, Inc.	\$ 74,589.00	Same	4
Tri-Valley Landscaping, Inc.	\$ 87,325.00	Same	5
J & J Contracting, Inc.	\$ 88,057.61	Same	6
Rite Way Fence, Inc.	\$ 91,636.20	Same	7
J. Slagter & Son Construction Co.			

7 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

89302A

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48105.

3.30 mi of roadway rehabilitation and streetscape enhancement, including cold milling, hot mix asphalt resurfacing, pavement joint and crack repairs, concrete pavement restoration, hot mix asphalt pavement reconstruction, curb and gutter, storm sewer and drainage improvements, watermain, sanitary sewer repairs, intersection improvements, traffic signal upgrade, decorative street lighting and tree planting on M-36 from Legion Drive to Dexter Trail in the city of Mason, Ingham County. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 3,482,527.55	Same	1 **
Hoffman Bros., Inc.	\$ 4,052,540.26	Same	2
Cadwell Brothers Construction Comp	\$ 4,127,630.13	Same	3
Kamminga & Roodvoets, Inc.	\$ 4,254,987.56	Same	4
C & D Hughes, Inc.	\$ 4,422,273.06	Same	5
DeAngelis Landscape, Inc.			
Pamar Enterprises, Inc.			
E.T. MacKenzie Company			
Michigan Paving & Materials Co.			
Rieth-Riley Construction Co., Inc.			
Fisher Contracting Company			
Zito Construction Co.			
Bailey Excavating, Inc.			
Milbocker and Sons, Inc.			

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

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Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

75198A

Federal Highway Administration Funds	72.28 %
City of Mason	11.70 %
State Restricted Trunkline Funds	16.02 %

89211A

Federal Highway Administration Funds	60.00 %
(Transportation Enhancement)	
City of Mason	30.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 48854.

27.26 mi of fiber-optic cables, equipment cabinets, electric services, vehicle detectors, Ethernet and fiber-optic communications equipment and closed circuit television camera installations on I-94 from Beech-Daly Road to I-96 in the cities of Taylor, Allen Park, Dearborn and Detroit, Wayne County.

5 Bidders

Purpose/Business Case: The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

59196A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

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Zip Code: 48120.

A 2007 highway preventive maintenance project.

3 Bidders

Cost Reduction: Lower vehicle maintenance costs.

Zip Code: 49601.

Installation of digital loop detectors, traffic detection cameras, and restoring operation to existing pedestrian push buttons on M-59 at Genesee Street, Dwight Street and Franklin Street and on US-24BR at Allison Street, Johnson Avenue and Summit Street in the city of Pontiac, Oakland County.

6 Bidders

Cost Reduction: Less congestion and reduced maintenance costs.

Selection: Low bid.
New Project Identification: Rehabilitation.
Zip Code: 48341.

104. LETTING OF SEPTEMBER 07, 2007 ENG. EST. LOW BID
 PROPOSAL 0709096 \$ 90,273.30 \$ 194,713.81
 PROJECT M 47065-M60713
 LOCAL AGRMT. % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - 10 working days 115.69 %

0.04 mi of hot mix asphalt cold milling, resurfacing and
 bridge deck patching on I-96 eastbound over Old U-23
 in Brighton Township, Livingston County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 194,713.81	Same	1 **
Anlaan Corporation	\$ 212,426.85	Same	2
Milbocker and Sons, Inc.			
Nance Construction, LLC			
C. A. Hull Co., Inc.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M60713

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48116.

Zip Code: 48093.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 1,988,553.51	Same	1 **
Mead Bros. Excavating, Inc.	\$ 2,089,226.24	\$ 2,088,726.24	2
DeAngelis Landscape, Inc.	\$ 2,099,950.00	Same	3
3-S Construction, Inc.	\$ 2,194,318.76	Same	4
Brady Sand & Gravel, Inc.	\$ 2,204,308.08	Same	5
Fonson, Inc.	\$ 2,251,979.87	Same	6
Aggregate Industries-Central Region	\$ 2,261,027.49	Same	7
C & D Hughes, Inc.	\$ 2,284,582.11	Same	8
Bailey Excavating, Inc.	\$ 2,327,254.00	Same	9
E.T. MacKenzie Company	\$ 2,483,523.85	Same	10
Nashville Construction Company	\$ 2,493,385.29	Same	11
Dunigan Brothers, Inc.			
ABC Paving Company			
Rohde Brothers Excavating, Inc.			
Kamminga & Roodvoets, Inc.			
Diversco Construction Company Inc.			
Fisher Contracting Company			
Concord Excavating & Grading, Inc.			
Sandborn Construction, Inc.			
Robert Bailey Contractors, Inc.			

11 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The primary goal of rest area development is to establish and maintain a comprehensive system responsive to safety and service needs of commercial and recreational motorists. Rest area development and preservation projects are subject to the same levels of highway planning, environmental documentation, and public involvement required for all projects.

Benefit: Rest areas provide services to approximately 50 million visitors. There are 68 rest areas and 13 welcome centers. Projects undertaken retard future deterioration, and maintain and improve the services and facilities that over the years require replacement due to infrastructure deterioration. New sites are being planned to meet new federal guidelines and requirements.

Funding Source:

55793A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Rest area buildings were constructed with an estimated life expectancy of 20 to 25 years. The building fixture counts, accessibility guidelines, parking standards, and sewage disposal systems have since worn out and require replacement. New buildings are sized to accommodate the increased traffic, provide barrier-free access, and provide sewage and water systems that meet current standards. Without replacement or expansion, these facilities would cease to provide service.

Cost Reduction: Many of our facilities are old and exceeded their originally designed life expectancy. New buildings are designed to be more efficient to maintain and operate. MDOT is reviewing the new federal spacing criteria that permits us to eliminate two facilities and replace with one, thus saving development, operating, and maintenance dollars.

Selection: Low bid.

New Project Identification: New Construction and rehabilitation.

Zip Code: 49240.

LOCAL PROJECTS

107.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709011	\$ 696,399.73	\$ 671,212.81
	PROJECT BRO 64006-86298		
	LOCAL AGRMT. 07-5422		% OVER/UNDER EST.
	START DATE - APRIL 14, 2008		
	COMPLETION DATE - JULY 14, 2008		-3.62 %

Removal of existing structure, construction of a prestressed concrete box beam bridge and related approach work on Loop Road over North Branch White River, Oceana County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 671,212.81	Same	1 **
Anlaan Corporation	\$ 678,198.25	Same	2
J.E. Kloote Contracting, Inc.	\$ 697,267.73	Same	3
S.L. & H. Contractors, Inc.	\$ 716,861.87	Same	4
Davis Construction, Inc.	\$ 727,329.10	Same	5
Hardman Construction, Inc.	\$ 734,081.25	Same	6
E.T. MacKenzie Company	\$ 756,512.68	Same	7
J. Slagter & Son Construction Co.	\$ 814,125.32	Same	8
L.W. Lamb, Inc.			
Midwest Bridge Company			
McDowell Construction , L.L.C.			
Diversco Construction Company Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement or rehabilitation of a bridge not on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86298A	
Oceana County	5.14 %
Federal Highway Administration Funds	79.88 %
State Restricted Trunkline Funds	14.98 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49421.

108. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709012
 PROJECT HPSL 50458-100059
 LOCAL AGRMT. 07-5469
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2008

ENG. EST.	LOW BID
\$ 1,014,718.35	\$ 837,630.73
% OVER/UNDER EST.	
	-17.45 %

0.97 mi of hot mix asphalt cold milling and resurfacing,
 concrete curb and gutter repair and drainage structure
 repair on Masonic Boulevard from Utica Road to Kelly Road
 in the city of Fraser, Macomb County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 837,630.73	Same	1 **
C & D Hughes, Inc.	\$ 909,510.35	Same	2
Ajax Paving Industries, Inc.	\$ 911,140.89	Same	3
Cadillac Asphalt, LLC.	\$ 920,104.98	Same	4
John Carlo, Inc.	\$ 989,034.91	Same	5
Barrett Paving Materials, Inc.	\$ 1,127,898.70	Same	6

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100059A

Federal Highway Administration Funds	79.58 %
City of Fraser	0.53 %
State Restricted Trunkline Funds	19.89 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48026.

109. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709013
 PROJECT STH 81609-54474, ETC
 LOCAL AGRMT. 07-5431
 START DATE - APRIL 01, 2008
 COMPLETION DATE - JUNE 06, 2008

ENG. EST.
 \$ 1,311,178.62

LOW BID
 \$ 1,165,323.04

% OVER/UNDER EST.
 -11.12 %

0.76 mi of roundabout construction, hot mix asphalt, concrete curb and gutter, aggregate shoulders, drainage construction, sign installation, pavement marking, illumination, concrete sidewalk and slope restoration on Superior Road at Geddes Road, Washtenaw County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 1,165,323.04	Same	1 **
Sunset Excavating, Inc.	\$ 1,178,634.39	Same	2
Dan's Excavating, Inc.	\$ 1,188,158.45	Same	3
Bailey Excavating, Inc.	\$ 1,228,276.38	Same	4
Fonson, Inc.	\$ 1,229,857.00	Same	5
E.T. MacKenzie Company	\$ 1,315,936.92	Same	6
Nashville Construction Company	\$ 1,333,782.82	Same	7
B & V Construction, Inc.	\$ 1,417,533.53	Same	8
Angelo Iafrate Construction Company	\$ 1,558,105.48	Same	9
DeAngelis Landscape, Inc.			
Cadillac Asphalt, LLC.			
Ajax Paving Industries, Inc.			
C & D Hughes, Inc.			
Milbocker and Sons, Inc.			
Abbott Construction, Inc.			
South Hill Construction Company			
Brady Sand & Gravel, Inc.			
L Squared Construction, LLC.			
Barrett Paving Materials, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

54474A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
89701A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48198.

110.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709014	\$ 267,473.50	\$ 218,813.45
	PROJECT STL 81406-90368		
	LOCAL AGRMT. 07-5435		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2007		-18.19 %

0.43 mi of hot mix asphalt cold milling and resurfacing, concrete sidewalk ramp construction and miscellaneous concrete curb and gutter repairs on Old US-12 from west of Wilkinson Road easterly to west of M-52 in the city of Chelsea, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 218,813.45	Same	1 **
Cadillac Asphalt, LLC.	\$ 244,531.50	Same	2
Barrett Paving Materials, Inc.	\$ 250,934.02	Same	3
Ajax Paving Industries, Inc.	\$ 292,324.19	Same	4
C & D Hughes, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under the local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

90368A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48118.

111. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709015
 PROJECT STL 25402-84695
 LOCAL AGRMT. 07-5466
 START DATE - APRIL 14, 2008
 COMPLETION DATE - JUNE 27, 2008

ENG. EST.
 \$ 653,077.75

LOW BID
 \$ 592,233.81

% OVER/UNDER EST.
 -9.32 %

1.53 mi of pavement widening, hot mix asphalt resurfacing, shoulder improvements and culvert replacement on Seymour Road from Cole Road to Rolston Road, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 592,233.81	Same	1 **
Barrett Paving Materials, Inc.	\$ 624,451.35	Same	2
Ajax Paving Industries, Inc.	\$ 640,062.81	Same	3
Cadillac Asphalt, LLC.	\$ 661,471.22	Same	4
T & M Asphalt Paving, Inc.	\$ 667,557.00	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

84695A

Genesee County	39.38 %
Federal Highway Administration Funds	46.00 %
State Restricted Trunkline Funds	14.62 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.
Selection: Low bid.
Zip Code: 48451.

112.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709016	\$ 2,437,060.00	\$ 2,271,045.11
	PROJECT STE 33171-87294, ETC		
	LOCAL AGRMT. 07-5434		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 31, 2008		-6.81 %

1.73 mi of hot mix asphalt paving, prefabricated bridges and boardwalks from Mount Hope Road and Aurelius Road to Scott Woods Park and from Cavanaugh Road and Sycamore Creek to Jolly Road and Aurelius Road in the city of Lansing, Ingham County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Milbocker and Sons, Inc.	\$ 2,271,045.11	Same	1 **
Anlaan Corporation	\$ 2,297,439.75	Same	2
E. C. Korneffel Co.	\$ 2,422,046.64	Same	3
E.T. MacKenzie Company	\$ 2,465,493.65	Same	4
J.E. Kloote Contracting, Inc.	\$ 2,753,456.45	Same	5
Davis Construction, Inc.	\$ 3,074,043.41	Same	6
Hardman Construction, Inc.			
S.L. & H. Contractors, Inc.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
Walter Toebe Construction Co.			
C. A. Hull Co., Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

87294A

Federal Highway Administration Funds	65.42 %
(Transportation Enhancement Funds)	

City of Lansing	34.58 %
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89101A

Federal Highway Administration Funds	47.77 %
(Transportation Enhancement Funds)	

City of Lansing	52.23 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Transportation Enhancement.

Selection: Low bid.

Zip Code: 48910.

113. LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
PROPOSAL 0709017	\$ 142,977.00	\$ 127,080.00
PROJECT CMG 80400-100462		
LOCAL AGRMT. 07-5448		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - 10 working days		-11.12 %

Intersection upgrade of traffic and pedestrian signals on Main Street at McGillen Avenue in the village of Mattawan, Van Buren County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Strain Electric Company	\$ 127,080.00	Same	1 **
J R Howell Airport Lighting LLC	\$ 129,715.58	Same	2
Wolverine Electrical Contracting	\$ 130,078.00	Same	3
J. Ranck Electric, Inc.	\$ 133,014.75	Same	4
Severance Electric Co., Inc.	\$ 134,446.00	Same	5
DVT Electric, Inc	\$ 135,371.00	Same	6
Trans Tech Electric, L.P.	\$ 139,498.60	Same	7
Allstate Electric, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100462A

Federal Highway Administration Funds	80.00 %
Village of Mattawan	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Sign upgrade.

Selection: Low bid.

Zip Code: 49071.

0.26 mi of concrete pavement repair and hot mix asphalt resurfacing with guardrail replacement on South Ballenger Highway from the Swartz Creek Bridge to Miller Road, Genesee County.

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

84670A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.
Selection: Low bid.
Zip Code: 48507.

115.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709019	\$ 958,062.04	\$ 843,664.36
	PROJECT STUL 34445-89588, ETC		
	LOCAL AGRMT. 07-5433		% OVER/UNDER EST.
	START DATE - MAY 05, 2008		
	COMPLETION DATE - JUNE 27, 2008		-11.94 %

11.01 mi of hot mix asphalt resurfacing and aggregate shoulders at 9 locations, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 843,664.36	Same	1 **
Aggregate Industries-Central Region	\$ 914,114.37	Same	2
Michigan Paving & Materials Co.	\$ 929,300.00	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89588A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89863A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Zip Code: 48846.

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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49106.

117.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709021 PROJECT BRT 52009-82754 LOCAL AGRMT. 07-5451 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 14, 2008	ENG. EST. \$ 2,089,250.75	LOW BID \$ 1,623,161.29
			% OVER/UNDER EST. -22.31 %

0.50 mi of bridge approach work on County Road 510 at the Dead River, Marquette County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Oberstar, Inc.	\$ 1,623,161.29	Same	1 **
A. Lindberg & Sons, Inc.	\$ 1,648,773.70	Same	2
Associated Constructors, LLC	\$ 1,881,443.00	Same	3
Bacco Construction Company	\$ 1,905,559.86	Same	4
Smith Paving, Inc.	\$ 2,160,064.30	Same	5
M & M Excavating Co., Inc.	\$ 2,278,605.00	Same	6
D&R Earthmoving, LLC			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a bridge on the federal-aid highway system, under local jurisdiction. This project was selected through the local bridge selection process as defined in current legislation.

Benefit: By awarding this project, the locally owned transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

82754A

Marquette County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: State and local bridge funds are required to be allocated for local bridge projects within Michigan. If the project is not awarded, the funds would be required by law to be applied to another local bridge project. If the project is not awarded, there is a possibility that the bridge will deteriorate further and will impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49856.

118.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709022	\$ 191,907.00	\$ 144,946.50
	PROJECT STH 72609-87749		
	LOCAL AGRMT. 07-5471		% OVER/UNDER EST.
	START DATE - JULY 14, 2008		
	COMPLETION DATE - JULY 28, 2008		-24.47 %

0.12 mi of replacement and extension of box culvert and guardrail upgrades on North Saint Helen Road (County Road F-97) over Marsh Creek, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Porath Contractors, Inc.	\$ 144,946.50	Same	1 **
D.J. McQuestion & Sons, Inc.	\$ 188,829.00	Same	2
McDowell Construction , L.L.C.	\$ 250,717.00	Same	3
M & M Excavating Co., Inc.	\$ 267,152.00	Same	4
Davis Construction, Inc.	\$ 268,676.60	Same	5
L.W. Lamb, Inc.			
Rohde Brothers Excavating, Inc.			
Bolen Asphalt Paving, Inc.			
L.J. Construction, Inc.			
J. Slagter & Son Construction Co.			
Geiersbach Construction, Inc.			
J.E. Kloote Contracting, Inc.			
Cordes Excavating, Inc.			
CRS/Shaw Contracting Co.			
Milbocker and Sons, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement and extension of box culvert and guardrail upgrade along a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87749A

Roscommon County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Rehabilitation and upgrade.

Selection: Low bid.

Zip Code: 48656.

119. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709023
 PROJECT STU 63459-100702, ETC
 LOCAL AGRMT. 07-5463
 START DATE - APRIL 15, 2008
 COMPLETION DATE - JULY 01, 2008

ENG. EST.
 \$ 989,584.50

LOW BID
 \$ 880,312.03

% OVER/UNDER EST.
 -11.04 %

2.36 mi of hot mix asphalt resurfacing, cold milling, joint repair, curb and gutter, and pavement markings on southbound Stephenson Highway from Fourteen Mile Road southerly to north of Girard Avenue and on northbound Stephenson Highway from north of Twelve Mile Road northerly to Thirteen Mile Road in the city of Madison Heights, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ajax Paving Industries, Inc.	\$ 880,312.03	Same	1 **
Cadillac Asphalt, LLC.	\$ 1,014,655.34	Same	2
John Carlo, Inc.	\$ 1,028,815.92	Same	3
Barrett Paving Materials, Inc.	\$ 1,067,234.00	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100702A	
Federal Highway Administration Funds	50.00 %
State Restricted Trunkline Funds	50.00 %
100717A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.
Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48071.

120. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709024
 PROJECT EDDF 32555-87196
 LOCAL AGRMT. 07-5443
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2008

ENG. EST.	LOW BID
\$ 436,732.38	\$ 405,301.29
% OVER/UNDER EST.	
	-7.20 %

6.03 mi of hot mix asphalt surfacing, aggregate shoulders and permanent pavement markings on Verona Road from Rapson Road northerly to Kinde Road, Huron County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 405,301.29	Same	1 **
Albrecht Sand & Gravel Co.	\$ 407,810.59	Same	2
Pyramid Paving & Contracting Co.	\$ 520,839.69	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

87196A	
Huron County	4.00 %
Federal Highway Administration Funds	66.00 %
State Restricted Trunkline Funds	30.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48432.

121.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709025 PROJECT HPSL 82400-89434 LOCAL AGRMT. 07-5460 START DATE - MARCH 31, 2008 COMPLETION DATE - OCTOBER 01, 2008	ENG. EST. \$ 2,435,148.25	LOW BID \$ 2,016,401.96
			% OVER/UNDER EST. -17.20 %

0.99 mi of concrete pavement reconstruction including storm drainage improvements, watermain construction, concrete sidewalk ramps and pavement markings on Carlisle Road from Middlebelt Road to Inkster Road in the city of Inkster, Wayne County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 2,016,401.96	Same	1 **
Dan's Excavating, Inc.	\$ 2,026,620.07	Same	2
Sunset Excavating, Inc.	\$ 2,049,588.50	Same	3
Florence Cement Company	\$ 2,073,201.45	Same	4
Angelo Iafrate Construction Company	\$ 2,165,633.85	Same	5
DeAngelis Landscape, Inc.	\$ 2,179,950.00	Same	6
Pamar Enterprises, Inc.	\$ 2,311,567.10	Same	7
Dalessandro Contracting Group, LLC	\$ 2,369,490.60	Same	8
Peter A. Basile Sons, Inc.	\$ 2,376,131.75	Same	9
Stante Excavating Co., Inc.	\$ 2,391,713.75	Same	10
John Carlo, Inc.	\$ 2,444,815.52	Same	11
Tony Angelo Cement Construction Co.	\$ 2,567,753.31	Same	12
Zito Construction Co.			
Abbott Construction, Inc.			
C. A. Hull Co., Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89434A

Federal Highway Administration Funds	70.07 %
City of Inkster	12.41 %
State Restricted Trunkline Funds	17.52 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 49141.

Zip Code: 48192.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49457.

124.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709034 PROJECT STUL 39405-83200 LOCAL AGRMT. 07-5465 START DATE - 10 days after award COMPLETION DATE - JULY 28, 2008	ENG. EST. \$ 2,086,250.58	LOW BID \$ 1,772,822.80 % OVER/UNDER EST. -15.02 %
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1.61 mi of hot mix asphalt surfacing including cold milling, concrete curb and gutter, sidewalk, drainage improvements, permanent pavement markings and signing on Crosstown Parkway from Bronson Boulevard northeasterly to King Highway (I-94BL) in the city of Kalamazoo, Kalamazoo County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 1,772,822.80	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 1,870,389.57	Same	2
Nashville Construction Company	\$ 1,887,123.14	Same	3
Northern Construction Services, Co.	\$ 1,969,597.73	Same	4
Peters Construction Co.			
Schippers Excavating, Inc.			
Hoffman Bros., Inc.			
Balkema Excavating, Inc.			
Brenner Excavating, Inc.			
Milbocker and Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83200A

Federal Highway Administration Funds	77.38 %
City of Kalamazoo	3.27 %
State Restricted Trunkline Funds	19.35 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49001.

125. LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
PROPOSAL 0709035	\$ 1,690,770.50	\$ 1,242,608.35
PROJECT EDDF 52555-76706, ETC		
LOCAL AGRMT. 07-5436		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - JULY 18, 2008		-26.51 %

9.61 mi of aggregate base, shoulders, approaches, hot mix asphalt surfacing and resurfacing, curb and gutter, and pavement markings on County Road 492, County Road 545, County Road 557, County Road 426, County Road 496, County Road 480, County Road 550 (Big Bay Road), and County Road 444, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,242,608.35	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,338,829.31	Same	2
Bacco Construction Company	\$ 1,417,636.97	Same	3
Smith Paving, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76706A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

87607A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89849A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89850A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89851A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89857A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89858A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

89859A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49866.

126. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709036
 PROJECT STE 17015-88410
 LOCAL AGRMT. 07-5428
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 15, 2008

ENG. EST.
 \$ 62,280.00

LOW BID
 \$ 61,519.90

% OVER/UNDER EST.
 -1.22 %

Exterior building renovation including construction of a deck, stairs, railings and installation of a wheelchair lift and door hardware at the Great Lakes Shipwreck Museum/Crews Quarters Building on Whitefish Point, Chippewa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 61,519.90	Same	1 **
Heystek Contracting Inc.	\$ 65,626.00	Same	2
Zenith Tech, Inc.	\$ 75,713.00	Same	3
Rohde Brothers Excavating, Inc.			
L.J. Construction, Inc.			
Midwest Bridge Company			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

88410A	
Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 49768.

127.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709037 PROJECT STE 63459-48935 LOCAL AGRMT. 07-5432 START DATE - 10 days after award COMPLETION DATE - JULY 15, 2008	ENG. EST. \$ 545,085.50	LOW BID \$ 569,585.51
			% OVER/UNDER EST.
			4.49 %

1.50 mi of hot mix asphalt recreational pathway on South Commerce Road from Oakley Park Road northerly to Commerce Road, Oakland County.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 569,585.51	Same	1 **
Commerce Construction & Landscaping	\$ 589,747.67	Same	2
ABC Paving Company	\$ 595,115.82	Same	3
Six-S, Inc.	\$ 629,109.25	Same	4
Warren Contractors & Development	\$ 649,364.70	Same	5
Zito Construction Co.	\$ 695,326.61	Same	6
DiPonio Contracting L.L.C.	\$ 699,677.15	Same	7
Pro-Line Asphalt Paving Corp.			
Cadillac Asphalt, LLC.			
Ajax Paving Industries, Inc.			
L.A. Construction Corporation			
Fonson, Inc.			
L.J. Construction, Inc.			
South Hill Construction Company			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

48935A

Oakland County	30.00 %
Federal Highway Administration Funds	70.00 %

(Transportation Enhancement Funds)

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Transportation Enhancement.

Selection: Low bid.

Zip Code: 48390.

128.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709038	\$ 617,662.00	\$ 512,005.11
	PROJECT EDDF 18555-46586		
	LOCAL AGRMT. 07-5477		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 15, 2007		-17.11 %

3.94 mi of hot mix asphalt resurfacing, intersection improvements, aggregate shoulders, pavement marking, and slope restoration on Beaverton Road from Brand Avenue easterly to Clarwin Avenue, Clare County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Central Asphalt, Inc.	\$ 512,005.11	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 527,843.75	Same	2
Pyramid Paving & Contracting Co.	\$ 607,054.41	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

46586A

Federal Highway Administration Funds	74.00 %
State Restricted Trunkline Funds	26.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48617.

4.03 mi of hot mix asphalt surfacing, aggregate base conditioning, aggregate shoulders, guardrail, pavement marking, and slope restoration on Dodge Road from Shabonna Road northerly to Elmwood Road, Tuscola County.

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

82884A

82886A

Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48726.

130.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709040	\$ 455,061.35	\$ 377,765.86
	PROJECT EDDF 61555-83678		
	LOCAL AGRMT. 07-5441		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - 21 working days		-16.99 %

3.00 mi of hot mix asphalt cold milling and resurfacing including hauling cold millings, open-graded underdrain, aggregate shoulder and approach, and permanent pavement markings on Moorland Road from Heights-Ravenna Road northerly to Apple Avenue (M-46), Muskegon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 377,765.86	Same	1 **
Aggregate Industries-Central Region	\$ 388,092.80	Same	2
Rieth-Riley Construction Co., Inc.	\$ 422,588.99	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83678A

Muskegon County	5.39 %
Federal Highway Administration Funds	68.12 %
State Restricted Trunkline Funds	26.49 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49451.

131. LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
PROPOSAL 0709041	\$ 141,131.45	\$ 146,373.96
PROJECT STU 82457-100823		
LOCAL AGRMT. 07-5453		% OVER/UNDER EST.
START DATE - OCTOBER 11, 2007		
COMPLETION DATE - NOVEMBER 21, 2007		3.71 %

0.31 mi of hot mix asphalt resurfacing including cold milling, concrete joint and patch repairs, sidewalk ramp construction and pavement markings on Schoolcraft Road from Golfview Avenue to east of Yale Avenue in the city of Livonia, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 146,373.96	Same	1 **
Florence Cement Company	\$ 161,745.66	Same	2
Barrett Paving Materials, Inc.	\$ 173,883.25	Same	3
Ajax Paving Industries, Inc.	\$ 195,847.62	Same	4
ABC Paving Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100823A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48150.

132. LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
PROPOSAL 0709042	\$ 469,186.00	\$ 426,476.00
PROJECT STL 52087-76713		
LOCAL AGRMT. 07-5438		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - SEPTEMBER 26, 2008		-9.10 %

1.23 mi of aggregate base, geotextile stabilization, culverts, hot mix asphalt paving, pavement marking and restoration at the intersection of County Road 545 and County Road EWW, Marquette County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
A. Lindberg & Sons, Inc.	\$ 426,476.00	Same	1 **
Oberstar, Inc.	\$ 430,179.00	Same	2
Payne & Dolan, Inc.	\$ 448,606.72	Same	3
Associated Constructors, LLC	\$ 450,872.70	Same	4
Bacco Construction Company	\$ 454,970.67	Same	5
Smith Paving, Inc.	\$ 512,142.35	Same	6
Barley Trucking & Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing and upgrading of a portion of highway to all season standards on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76713A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49841.

133. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709043
 PROJECT STL 39091-89450
 LOCAL AGRMT. 07-5475
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 27, 2008

ENG. EST.
 \$ 561,571.50

LOW BID
 \$ 542,310.97

% OVER/UNDER EST.
 -3.43 %

1.00 mi of cold milling hot mix asphalt pavement, surfacing, crushing and shaping, concrete curb and gutter, ADA ramp installation, storm sewer replacement, pavement markings and restoration on South Main Street from the south village limits to the north village limits of Climax, Kalamazoo County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Brenner Excavating, Inc.	\$ 542,310.97	Same	1 **
Hoffman Bros., Inc.	\$ 556,520.75	Same	2
Michigan Paving & Materials Co.	\$ 560,675.26	Same	3
Robert Bailey Contractors, Inc.	\$ 574,065.45	Same	4
Peters Construction Co.	\$ 581,141.99	Same	5
Kamminga & Roodvoets, Inc.	\$ 605,432.10	Same	6
Nashville Construction Company	\$ 617,964.60	Same	7
Aggregate Industries-Central Region			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89450A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Zip Code: 49034.

Funding Source:

100056A

Kent County	50.00 %
Federal Highway Administration Funds	50.00 %

(Transportation Enhancement Funds)

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Transportation Enhancement.

Selection: Low bid.

Zip Code: 49316.

135.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709045	\$ 135,644.25	\$ 132,301.16
	PROJECT CM 41400-90304, ETC		
	LOCAL AGRMT. 07-5457		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 30, 2007		-2.46 %

Traffic signal installation on Cascade Road at Alden Nash Road and on Thornapple River Drive at 36th Street, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J R Howell Airport Lighting LLC	\$ 132,301.16	Same	1 **
J. Ranck Electric, Inc.	\$ 134,040.17	Same	2
Trans Tech Electric, L.P.	\$ 139,672.80	Same	3
Strain Electric Company	\$ 142,744.85	Same	4
Allstate Electric, Inc.	\$ 157,708.30	Same	5
Metropolitan Power & Lighting, Inc.			
DVT Electric, Inc			
Windemuller Electric, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

90304A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

90306A

Kent County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Sign upgrade.

Selection: Low bid.

Zip Code: 49546.

136. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709046
 PROJECT CM 44400-100387
 LOCAL AGRMT. 07-5429
 START DATE - 10 days after award
 COMPLETION DATE - 45 calendar days

ENG. EST.
 \$ 70,990.74

LOW BID
 \$ 84,854.71

% OVER/UNDER EST.
 19.53 %

0.06 mi of hot mix asphalt paving, crushing and shaping,
 earthwork and drainage items on Myers Road at the Bowers
 Road intersection, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Saginaw Asphalt Paving Company	\$ 84,854.71	Same	1 **
Lois Kay Contracting Co.	\$ 84,965.99	Same	2
Florence Cement Company	\$ 87,433.03	Same	3
Pyramid Paving & Contracting Co.	\$ 94,903.26	Same	4
Marlette Excavating Company	\$ 97,738.72	Same	5
Cadillac Asphalt, LLC.	\$ 98,265.53	Same	6
Pro-Line Asphalt Paving Corp.	\$ 99,110.08	Same	7
Astec Asphalt, Inc.	\$ 104,910.60	Same	8
Ajax Paving Industries, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway on the federal-aid highway system, under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100387A	
Lapeer County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Zip Code: 48446.

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Zip Code: 49411.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

89081A

Federal Highway Administration Funds 80.00 %
(Transportation Enhancement Funds)

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Rehabilitation and new construction.

Selection: Low bid.

Zip Code: 49508.

139. LETTING OF SEPTEMBER 07, 2007
PROPOSAL 0709049 ENG. EST. LOW BID
PROJECT EDDF 45555-76606 \$ 1,085,512.80 \$ 982,326.10
LOCAL AGRMT. 07-5488 % OVER/UNDER EST.
START DATE - 10 days after award
COMPLETION DATE - MAY 30, 2008 -9.51 %

3.97 mi of hot mix asphalt resurfacing, shoulder trenching,
aggregate base and shoulders on County Road 633
from Bingham Road northerly to Otto Road, Leelanau
County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 982,326.10	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,007,914.84	Same	2

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway off the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76606A

Federal Highway Administration Funds	67.00 %
State Restricted Trunkline Funds	33.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49682.

Zip Code: 49017.

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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49015.

142.	LETTING OF SEPTEMBER 07, 2007 PROPOSAL 0709070 PROJECT STE 33010-73846 LOCAL AGRMT. 07-5353 START DATE - 10 days after award COMPLETION DATE - NOVEMBER 02, 2007	ENG. EST. \$ 217,870.00	LOW BID \$ 191,894.34	% OVER/UNDER EST. -11.92 %
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0.50 mi of hot mix asphalt pavement, grading, and aggregate base on Okemos Road, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadwell Brothers Construction Comp	\$ 191,894.34	Same	1 **
CL Trucking & Excavating, LLC.	\$ 195,965.24	Same	2
Milbocker and Sons, Inc.	\$ 198,660.65	Same	3
Aggregate Industries-Central Region	\$ 208,021.49	Same	4
Nashville Construction Company	\$ 214,371.53	Same	5
E.T. MacKenzie Company	\$ 218,120.25	Same	6
L & L Construction Co., Inc.	\$ 221,205.44	Same	7
C & D Hughes, Inc.	\$ 224,668.24	Same	8
Sandborn Construction, Inc.	\$ 225,150.25	Same	9

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

73846A

Ingham County	35.00 %
Federal Highway Administration Funds	65.00 %
(Transportation Enhancement Funds)	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Transportation Enhancement.

Selection: Low bid.

Zip Code: 48864.

143.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709071	\$ 750,361.30	\$ 624,519.68
	PROJECT STUL 77475-100853		
	LOCAL AGRMT. 07-5459		% OVER/UNDER EST.
	START DATE - JUNE 08, 2008		
	COMPLETION DATE - SEPTEMBER 07, 2008		-16.77 %

0.75 mi of hot mix asphalt reconstruction including concrete curb and gutter, concrete sidewalk ramps, storm sewer, drainage improvements, and pavement markings on Cuttle Road from Busha Highway (M-29) to River Road in the city of Marysville, St. Clair County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Weston Transport, Inc.	\$ 624,519.68	Same	1 **
Pamar Enterprises, Inc.	\$ 680,281.63	Same	2
Teltow Contracting, Inc.	\$ 682,679.71	Same	3
Boddy Construction Company, Inc.	\$ 689,433.69	Same	4
Raymond Excavating Company	\$ 692,401.58	Same	5
John Carlo, Inc.	\$ 746,642.93	Same	6
Cortis Brothers Trucking & Excavat.	\$ 764,796.48	Same	7
Angelo Iafrate Construction Company	\$ 873,736.25	Same	8
Fisher Contracting Company			
Ajax Paving Industries, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100853A

Federal Highway Administration Funds	79.82 %
City of Marysville	0.22 %
State Restricted Trunkline Funds	19.96 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48040.

1.00 mi of hot mix asphalt overlay and new aggregate shoulders with drainage improvements on Seymour Road from Miller Road to Bristol Road, Genesee County.

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

84675A

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.
Selection: Low bid.
Zip Code: 48473.

145.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709073	\$ 164,215.21	\$ 183,724.70
	PROJECT STL 22073-76790		
	LOCAL AGRMT. 07-5487		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		11.88 %

0.31 mi of guardrail replacement, bridge deck resurfacing, bridge railing replacement, and hot mix asphalt crushing and shaping, cold milling, and surfacing on County Road 569, Dickinson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Snowden, Inc.	\$ 183,724.70	Same	1 **
Zenith Tech, Inc.	\$ 226,534.96	Same	2
Bacco Construction Company			
Midwest Bridge Company			
J. Slagter & Son Construction Co.			
A. Lindberg & Sons, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

76790A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48166.

147.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709081	\$ 1,366,192.15	\$ 1,272,945.82
	PROJECT STUL 09408-78785		
	LOCAL AGRMT. 07-5500		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 01, 2008		-6.83 %

0.70 mi of hot mix asphalt road reconstruction and paving, concrete curb and gutter replacement and drainage improvement on Pine Street from Nebobish Avenue to Center Road (M-25), Bay County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Lee Wood Contracting, Inc.	\$ 1,272,945.82	Same	1 **
L.J. Construction, Inc.	\$ 1,353,006.96	Same	2
CRS/Shaw Contracting Co.	\$ 1,369,419.35	Same	3
Champagne and Marx Excavating, Inc.	\$ 1,377,277.22	Same	4
Rohde Brothers Excavating, Inc.	\$ 1,388,354.00	Same	5
Geiersbach Construction, Inc.	\$ 1,389,917.07	Same	6
Zito Construction Co.	\$ 1,393,386.99	Same	7
A. J. Rehms & Son, Inc.	\$ 1,530,602.25	Same	8
Fisher Contracting Company	\$ 1,644,115.80	Same	9
Cordes Excavating, Inc.			
Saginaw Asphalt Paving Company			
Bourdow Trucking Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

78785A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48708.

148.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709082	\$ 834,812.00	\$ 702,167.44
	PROJECT STU 25402-74616, ETC		
	LOCAL AGRMT. 07-5501		% OVER/UNDER EST.
	START DATE - JULY 07, 2008		
	COMPLETION DATE - NOVEMBER 15, 2008		-15.89 %

1.94 mi of hot mix asphalt paving, cold milling and concrete pavement repairs on Atherton Road from Belsay Road easterly to Vassar Road and from Genesee Road easterly to Belsay Road in the city of Burton, Genesee County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Ace Asphalt & Paving Co.	\$ 702,167.44	Same	1 **
Lois Kay Contracting Co.	\$ 709,647.13	Same	2
Cadillac Asphalt, LLC.	\$ 723,865.39	Same	3
Barrett Paving Materials, Inc.	\$ 917,729.30	Same	4
Ajax Paving Industries, Inc.	\$ 930,327.67	Same	5

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under the jurisdiction of a local agency. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

74616A

City of Burton	18.15 %
Federal Highway Administration Funds	81.85 %

84671A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48519.

149. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709083
 PROJECT STUL 34445-86422
 LOCAL AGRMT. 07-5485
 START DATE - JUNE 02, 2008
 COMPLETION DATE - 50 working days

ENG. EST.
 \$ 547,635.25

LOW BID
 \$ 487,856.30

% OVER/UNDER EST.
 -10.92 %

0.22 mi of hot mix asphalt reconstruction, curb and gutter, storm and sanitary sewers, watermain and sidewalks on Mill Street from East Main Street to south of Bayard Street in the city of Ionia, Ionia County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kentwood Excavating, Inc.	\$ 487,856.30	Same	1 **
Crawford Contracting, Inc.	\$ 516,574.29	Same	2
CL Trucking & Excavating, LLC.	\$ 517,096.50	Same	3
Hoffman Bros., Inc.	\$ 564,272.99	Same	4
Nashville Construction Company	\$ 591,855.07	Same	5
Dykema Excavators, Inc.	\$ 597,506.75	Same	6
Schippers Excavating, Inc.	\$ 625,942.80	Same	7
Bultema Brothers Road Contractors	\$ 626,611.74	Same	8
Kamminga & Roodvoets, Inc.	\$ 635,766.32	Same	9
Cadwell Brothers Construction Comp	\$ 661,830.11	Same	10
E.T. MacKenzie Company	\$ 722,442.65	Same	11
Aggregate Industries-Central Region	\$ 744,814.87	Same	12
C & D Hughes, Inc.			
Davis Construction, Inc.			
Milbocker and Sons, Inc.			
L & L Construction Co., Inc.			

12 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86422A

Federal Highway Administration Funds	54.26 %
City of Ionia	32.18 %
State Restricted Trunkline Funds	13.56 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48846.

150.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709084	\$ 2,401,092.00	\$ 1,763,227.60
	PROJECT STU 25402-100949, ETC		
	LOCAL AGRMT. 07-5504		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 25, 2008		-26.57 %

2.07 mi of pavement removal, cold milling, pavement repairs, hot mix asphalt paving, concrete paving, earthwork and guardrail work on North Clio Road from Stanley Road northerly to Mount Morris Road and from Mount Morris Road northerly to Frances Road, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 1,763,227.60	Same	1 **
Six-S, Inc.	\$ 1,776,096.77	Same	2
C & D Hughes, Inc.	\$ 1,818,460.95	Same	3
Angelo Iafrate Construction Company	\$ 1,945,256.34	Same	4
Kelcris Corporation	\$ 2,247,312.92	Same	5
Ajax Paving Industries, Inc.			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100949A		
Federal Highway Administration Funds	40.00	%
State Restricted Trunkline Funds	60.00	%
100952A		
Federal Highway Administration Funds	56.00	%
State Restricted Trunkline Funds	44.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 48458.

151.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709085	\$ 250,706.50	\$ 207,919.00
	PROJECT EDDF 58555-100796		
	LOCAL AGRMT. 07-5479		% OVER/UNDER EST.
	START DATE - APRIL 01, 2008		
	COMPLETION DATE - JUNE 13, 2008		-17.07 %

2.12 mi of hot mix asphalt resurfacing and aggregate shoulders on Ida West Road from the Petersburg east city limits easterly to Road Commission Drive, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 207,919.00	Same	1 **
Gerken Paving, Inc.	\$ 212,737.85	Same	2
Cadillac Asphalt, LLC.	\$ 236,182.14	Same	3
Ajax Paving Industries, Inc.	\$ 263,995.52	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100796A

Federal Highway Administration Funds	74.00 %
State Restricted Trunkline Funds	26.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.

Selection: Low bid.

Zip Code: 49270.

152. LETTING OF SEPTEMBER 07, 2007
 PROPOSAL 0709086
 PROJECT EDDF 58555-100799
 LOCAL AGRMT. 07-5486
 START DATE - APRIL 01, 2008
 COMPLETION DATE - MAY 30, 2008

ENG. EST.
 \$ 567,655.75

LOW BID
 \$ 502,363.45

% OVER/UNDER EST.
 -11.50 %

2.50 mi of hot mix asphalt resurfacing, fiber reinforced
 membrane interlayer, and aggregate shoulders on Milan
 Oakville Road from west of Wanty Road easterly to
 Tuttle Hill Road, Monroe County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Barrett Paving Materials, Inc.	\$ 502,363.45	Same	1 **
Cadillac Asphalt, LLC.	\$ 514,007.86	Same	2
Gerken Paving, Inc.	\$ 516,608.32	Same	3
Ajax Paving Industries, Inc.	\$ 545,957.15	Same	4

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the resurfacing of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, by the applicable Metropolitan Planning Organization (urban areas) or Rural Task Force (rural areas), and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the federal-aid highway system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100799A

Federal Highway Administration Funds	40.00 %
State Restricted Trunkline Funds	60.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: Road resurfacing.
Selection: Low bid.
Zip Code: 48160.

153.	LETTING OF SEPTEMBER 07, 2007	ENG. EST.	LOW BID
	PROPOSAL 0709097	\$ 397,120.00	\$ 374,157.10
	PROJECT CM 13411-87565, ETC		
	LOCAL AGRMT. 07-5497		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - NOVEMBER 01, 2008		-5.78 %

1.60 mi of non-motorized path construction including hot mix asphalt paving, earthwork, concrete work and retaining wall construction along M-37 (Helmer Road) from Battle Creek Linear Park at the Kalamazoo River southerly to Shelter Street easterly to 34th Street, and southerly to I-94BL/M-96 (Dickman Road) in the cities of Springfield and Battle Creek, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 374,157.10	Same	1 **
Peters Construction Co.	\$ 410,731.04	Same	2
Michigan Paving & Materials Co.	\$ 436,978.80	Same	3
Balkema Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35). Applications must meet and are ranked by MDOT based on certain criteria due to fund limitations. The Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users contains broad based guidance for interested entities. Prior to proceeding with award concurrence from the FHWA is required.

Benefit: By awarding this project, intermodal transportation systems are further developed. Transportation enhancement projects also foster the growing environmental awareness present in 21st century America.

Funding Source:

87565A		
Federal Highway Administration Funds	80.00	%
City of Springfield	20.00	%
90313A		
Federal Highway Administration Funds	81.85	%
(Transportation Enhancement Funds)		
City of Springfield	18.15	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Present policy states that for federally funded projects plans, specifications, and estimates must be approved within 3 years from the fiscal year the funds are allocated. Therefore planned disbursements originally set aside for any project removed from the program will be channeled into other projects if the targeted deadline dates are not met.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiation prior to award of this contract, whether implicit or explicit, violates federal regulations and Section 107.01 of the 2003 Michigan Department of Transportation Standard Specifications for Construction.

New Project Identification: New construction.

Selection: Low bid.

Zip Code: 49015.

EXTRAS

154. **Extra 2007 - 132**

Control Section/Job Number:	25402-52175	Local Agency Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hardman Construction, Inc. 242 South Brye Road Ludington, MI 49431	
Designed By:	Rowe Inc.	
Engineer's Estimate:	\$2,582,645.00	

Description of Project:

Remove and replace bridge with related approach work on Chevrolet Avenue over Flint River in the City of Flint, Genesee County.

Administrative Board Approval Date:	July 5, 2006	
Contract Date:	July 7, 2006	
Original Contract Amount:	\$2,973,849.30	
Total of Overruns/Changes (Approved to Date):	407,546.82	+ 13.70%
Total of Extras/Adjustments (Approved to Date):	253,014.26	+ 8.51%
Total of Negative Adjustments (Approved to Date):	(4,000.00)	- 0.13%
THIS REQUEST	<u>1,121.23</u>	<u>+ 0.04%</u>
Revised Total	<u>\$3,631,531.61</u>	+ 22.12%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 22.08% over the original budget for an **Authorized to Date Amount** of \$3,630,410.38.

Approval of this extra will place the authorized status of the contract 22.12% or \$657,682.31 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-27	9, 13	\$83,697.91	03/06/07

Contract Modification Number(s): 17

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 17

City Water Fees	\$570.24
Price Adjustment – Traffic Control	550.99
Total	<u>\$1,121.23</u>

Reason(s) for Extra(s)/Adjustment(s):

CM 17

Section 107.02 of the 2003 Standard Specifications for Construction requires MDOT to reimburse the contractor for fees required by local governmental agencies. The extra, City Water Fees, will reimburse the contractor for the cost of the fees.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 17 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Price Adjustment-Traffic Control was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is now recommended for approval by the State Administrative Board at its September 28, 2007, meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 79.98%; State Restricted Trunkline, 19.99%; City of Flint, 0.03%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 48502.

155. **Extra 2007 - 133**

Control Section/Job Number: 63081-51492 MDOT Project

State Administrative Board - This project has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Dan's Excavating, Inc.
12955 23 Mile Road
Shelby Twp., MI 48315

Designed By: HNTB Michigan, Inc.
Engineer's Estimate: \$54,369,193.18

Description of Project:

5.00 miles of freeway reconstruction, ramp reconstruction, service drive reconstruction, 12 bridge rehabilitations, retaining wall rehabilitation, sign replacements, freeway lighting replacement, and landscaping on M-10, Greenfield Road to Lahser Road, in the cities of Southfield and Detroit, Oakland and Wayne Counties. This project includes a 5-year materials, workmanship pavement warranty, and a 2-year bridge painting warranty.

Administrative Board Approval Date:	December 12, 2006	
Contract Date:	January 12, 2007	
Original Contract Amount:	\$52,562,237.73	
Total of Overruns/Changes (Approved to Date):	(\$79,654.76)	- 0.15%
Total of Extras/Adjustments (Approved to Date):	872,362.01	+ 1.66%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>170,000.00</u>	<u>+ 0.32%</u>
Revised Total	<u>\$53,524,944.98</u>	+ 1.83%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.51% over the original budget for an **Authorized to Date Amount** of \$53,354,944.98.

Approval of this extra will place the authorized status of the contract 1.83% or \$962,707.25 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-99	5, 7 r. 1	\$609,881.30	08/07/07

Contract Modification Number(s): 18

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 18

PLD Relocation – M-10 NB, M-102 Connector Force Acct. Budget

\$170,000.00

Total

\$170,000.00

Reason(s) for Extra(s)/Adjustment(s):

CM 18

During construction of the M-10 to westbound M-102 connector, an existing Detroit Public Lighting encased conduit was found to be in conflict with the proposed work. The existing encased conduit was found to be in the proposed pavement. In addition, the existing PLD manhole roofs and D vault roofs were connected to the old existing pavement to be removed. It was determined that this PLD conduit system needed to be replaced, the manholes reconstructed and the D vaults replaced. This extra is a budget amount set up to pay the contractor based on force account records. The extra cost for PLD Relocation-M-10 NB, M-102 Connector Force Acct. Budget is based on force account records per Section 109.07 of the 2003 Standard Specifications for Construction.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its September 28, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80%; State Restricted Trunkline, 18.71%; City of Southfield, 1.07%; City of Detroit, 0.22%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48075.

156. **Extra 2007 - 134**

Control Section/Job Number: 76023-57078 MDOT Project

State Administrative Board - This project exceeds the 6% Ad Board limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Rieth-Riley Construction Co., Inc.
3626 Elkhart Road
PO Box 477
Goshen, IN 46527

Designed By: MDOT

Engineer's Estimate: \$13,629,844.39

Description of Project:

8.30 miles of concrete pavement repairs, joint and crack repairs, hot mix asphalt cold milling and resurfacing, asphalt stabilized crack relief layer, pavement reconstruction, drainage improvements, interchange ramp improvements and construction of new carpool lot on I-69 from Shiawassee River east to M-13, Shiawassee County. This project includes two 5-year material and workmanship pavement warranties.

Administrative Board Approval Date:	February 7, 2006	
Contract Date:	February 23, 2006	
Original Contract Amount:	\$14,202,447.75	
Total of Overruns/Changes (Approved to Date):	1,320,673.32	+ 9.30%
Total of Extras/Adjustments (Approved to Date):	850,435.18	+ 5.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>213,535.12</u>	<u>+ 1.50%</u>
Revised Total	<u>\$16,587,091.37</u>	+ 16.79%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 15.29% over the original budget for an **Authorized to Date Amount** of \$16,373,556.25.

Approval of this extra will place the authorized status of the contract 16.79% or \$2,384,643.62 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2007-69	28 r. 2	\$165,585.00	05/01/07

Contract Modification Number(s): 33 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 33

Culv Conc 15 inch	77.000 Ft @ \$42.00/Ft	\$3,234.00
Culv, Cl A, Conc, 36 inch	24.000 Ft @ \$194.25/Ft	4,662.00
Sign, Type B, Temp, Prismatic, Furn – Special	108.000 Sft @ \$9.98/Sft	1,077.84
Sign, Type B, Temp, Prismatic, Oper – Special	108.000 Sft @ \$0.01/Sft	1.08
Pavt Mrkg, Wet Reflective Tape, 4 inch, White	21,587.500 Ft @ \$2.50/Ft	53,968.75
Maintaining Traffic Item Adjustment		38,705.27
Joint, Contraction, C2	230.000 Ft @ \$12.60/Ft	2,898.00
Joint, Expansion, E2	428.950 Ft @ \$14.70/Ft	6,305.57
Joint, Expansion, E4	280.200 Ft @ \$10.50/Ft	2,942.10
Lane Tie, Epoxy Anchored	200.000 Ea @ \$12.60/Ea	2,520.00
Saw Cut, Intermediate	1,559.000 Ft @ \$5.25/Ft	8,184.75
Shoulder, Cl II – Modified	3,215.100 Ton @ \$27.693/Ton	89,035.76
Total		<u>\$213,535.12</u>

Reason(s) for Extra(s)/Adjustment(s):

Some of the existing 15 inch concrete culverts were deteriorated and needed to be replaced. The engineer directed the contractor to replace the culverts. This extra item was originally set up on contract modification 7 and this increase now represents the amount placed to date on the project. The extra cost for Culv Conc 15 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to MDOT's Average Unit Price Index.

The culverts on the outside ditches at Newburg Road were shown on the plans to be replaced. The plans did not show extending the culvert. To obtain the proper slopes on the ditches, the engineer directed the contractor to extend the culvert. This item was originally set up on contract modification 21 and now represents the amount placed to date on the project. The extra cost for Culv, Cl A, Conc 36 inch was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar quantities in MDOT's Average Unit Price Index.

To alleviate some of the backups on the freeway, the engineer directed the contractor to fabricate and place additional signs informing traffic of an alternate route. These items were originally set up on contract modification 3 and the quantities now represent the amounts placed to date on the project. The extra costs for Sign, Type B, Temp, Prismatic, Furn – Special and Sign, Type B, Temp, Prismatic, Oper - Special were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and are reasonable when compared to similar items in MDOT's Average Unit Price Index.

Due to seasonal limitations and at the recommendation of Traffic and Safety, the original polyurea pavement markings could not be used on the project. The engineer directed the contractor to switch to wet reflective tape. The extra cost for Pavt Mrkg, Wet Reflective Tape, 4 inch, White was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar items in MDOT's Average Unit Price Index. This item will be partially offset when the final balancing contract modification is completed and the original item is reduced.

Section 812.04, Item T of the 2003 Standard Specifications for Construction requires a contract adjustment be paid for traffic control items used on a project during an approved extension of time when liquidated damages are not assessed. The project had an approved extension of 18 days without the assessment of liquidated damages. Traffic control devices were required to be used during the extended time frame and these items were included in the original bid items. A contract adjustment was calculated per the specification section listed above. Therefore, the cost for Maintaining Traffic Items Adjustment was determined as a contract mandated extra cost, per the formula in Section 812.04, Item T of the 2003 Standard Specifications for Construction.

The bridge approaches were shown on the plans to be replaced, but not all of the joints for the approaches were shown. The engineer directed the contractor to place the joints as per the typical plans. The extra cost for Joint, Contraction, C2; Joint, Expansion, E2 and Joint, Expansion, E4 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar quantities in MDOT's Average Unit Price Index.

The ramps to M-71 were set up to have concrete patches completed on them. As part of the work, the engineer determined that lane ties would be needed to connect the new concrete to the old. The engineer directed the contractor to place lane ties. The extra cost for Lane Tie, Epoxy Anchored was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar quantities in MDOT's Average Unit Price Index.

The ramps to M-71 were set up to have concrete patches completed on them. Section 603.04, Item B of the 2003 Standard Specifications for Construction requires an intermediate saw cut when patches are larger than six feet in width to facilitate loading. This item was not included on the original contract, but was necessary do to the width of the patches. The engineer directed the contractor to complete the additional saw cuts. The extra cost for Saw Cut, Intermediate was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar quantities in MDOT's Average Unit Price Index.

The inside shoulders on I-69 needed additional shoulder gravel once the project was complete. The additional material was needed due to natural settling and from errant vehicular traffic rutting the shoulder. The engineer directed the contractor to place additional shoulder material. The extra cost for Shoulder, CI II - Modified was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction, and is reasonable when compared to similar quantities in MDOT's Average Unit Price Index.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its September 28, 2007, meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 90%; State Restricted Trunkline, 10%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48429.

157. **Extra 2007 - 135**

Control Section/Job Number:	82124-60077	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras and has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Walter Toebe Construction Co. P. O. Box 930129 Wixom, MI 48393	
Designed By:	HNTB Michigan Inc.	
Engineer's Estimate:	\$16,032, 653.84	

Description of Project:

0.47 miles of reconstruction of existing freeway mainline pavement, shoulders, and construction of new service drive, deck replacement, pin and hanger replacement, beam end repair, and substructure repair on I-96 under Michigan Avenue, construction of bridge for Canadian Pacific Railroad over west service drive of I-75 and I-96, and construction of retaining walls along service drive in the City of Detroit, Wayne County.

Administrative Board Approval Date:	April 19, 2005	
Contract Date:	April 21, 2005	
Original Contract Amount:	\$16,797,959.91	
Total of Overruns/Changes (Approved to Date):	517,293.54	+ 3.08%
Total of Extras/Adjustments (Approved to Date):	1,251,892.62	+ 7.45%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>189,170.55</u>	<u>+ 1.13%</u>
Revised Total	<u>\$18,756,316.62</u>	+ 11.66%

Offset Information

Total Offsets This Request	(\$61,821.37)	- 0.37%
Net Revised Request	\$127,349.18	+ 0.76%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.53% over the original budget for an **Authorized to Date Amount** of \$18,567,146.07.

Approval of this extra will place the authorized status of the contract 11.66% or \$1,958,356.71 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board:

Item Number	Contract Modification Number	Amount	SAB Date
2006-71	25	\$557,070.00	06/06/06
2006-155	35 r. 3	\$154,952.08	11/07/06
2007-28	36, 38	\$29,958.60	03/06/07
2007-49	42	\$57,750.00	04/03/07
2007-80	45	\$12,000.00	06/05/07
2007-113	44 r. 1, 46, 48	\$77,131.99	08/07/07

Contract Modification Number(s): 47 r. 5

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 47

Conc Pavt, Misc, Nonreinf, 10 inch, High Performance (Modified)	3,209.000 Syd @ \$58.95/Syd	\$189,170.55
Total		<u>\$189,170.55</u>

CM 47 Offset Information

Conc Pavt, Nonreinf, 10 inch, High Performance	-2,106.350 Syd @ \$29.35/Syd	(\$61,821.37)
Total		<u>(\$61,821.37)</u>

Net Revised CM 47 Request	<u>\$127,349.18</u>
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Grand Total	<u>\$189,170.55</u>
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Reason(s) for Extra(s)/Adjustment(s):

When the project was initially let, the contractor used a portable concrete plant to provide the P1 modified concrete mix. This portable plant was used for all of the concrete paving completed to date. Due to the delays with the project, spanning numerous issues, the concrete plant for the project was eventually demobilized and moved off site. Remobilizing the portable concrete plant and finding suitable property for it to operate from will greatly increase project costs. The engineer directed the contractor to use an alternate source for the concrete. The contractor will be getting the concrete from a redi mix plant that will meet the current P1 modified specifications. The extra cost for Conc Pavt, Misc, Nonreinf, 10 inch, High Performance (Modified) was negotiated in accordance with section 103.04 of the 2003 Standard Specifications for Construction. It is based on the additional cost of changing the concrete mix design and having the concrete supplied by a redi mix plant. The cost is also deemed reasonable when compared to similar quantities in MDOT's Average Unit Price Index. It is partially offset by a reduction in original bid items noted above.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board at its September 18, 2007 meeting.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This extra item is essential to the safe and timely completion of this contract.

Benefit: By adding this item, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 80.00%; State Restricted Trunkline, 17.79%; City of Detroit, 2.21%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: This item was required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the item in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48216.

158. **Extra 2007 - 136**

Control Section/Job Number:	84912-86925	MDOT Project
State Administrative Board -	This project exceeds the 6% Ad Board limit for reviewing extras. This project also has at least one extra that exceeds the \$100,000 Ad Board limit for reviewing extras.	
State Transportation Commission -	Does not meet criteria.	
Contractor:	Hardman Construction, Inc. 242 South Brye Road Ludington, MI 49431	
Designed By:	R.S. Scott Associates, Inc.	
Engineer's Estimate:	\$2,533,886.50	

Description of Project:

0.68 miles of colored stamped concrete non-motorized pathway, pedestrian bridge construction, historical dock restoration, slope restoration and landscaping on the east bank of the Thunder Bay River from 2nd Avenue to 9th Avenue and continuing westerly to Rotary Island, in the City of Alpena, Alpena County.

Administrative Board Approval Date:	September 5, 2006	
Contract Date:	September 29, 2006	
Original Contract Amount:	\$3,192,235.40	
Total of Overruns/Changes (Approved to Date):	31,666.69	+ 0.99%
Total of Extras/Adjustments (Approved to Date):	6,449.10	+ 0.20%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>224,740.05</u>	<u>+ 7.04%</u>
Revised Total	<u>\$3,455,091.24</u>	+ 8.23%

Offset Information

Total Offsets This Request	(\$223,263.75)	- 6.99%
Net Revised Request	\$1,476.30	+ 0.05%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 1.19% over the original budget for an **Authorized to Date Amount** of \$3,230,351.19.

Approval of this extra will place the authorized status of the contract 8.23% or \$262,855.84 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 4, 6

These contract modifications request payment for the following Extra(s)/Adjustment(s) to the contract:

CM 4

Shipping Dock End Wall, Rem.	97.000 Ft @ \$69.00/Ft	\$6,693.00
Shipping Dock Cantilever, Sawcut and Remove	1.000 LS @ \$179,027.81/LS	<u>179,027.81</u>
Total		<u>\$185,720.81</u>

CM 4 Offset Information

Conc, Silica Fume Modified	-79.750 Cyd @ \$885.00/Cyd	(\$70,578.75)
Hand Chipping, Other Than Deck	-1,696.500 Cft @ \$90.00/Cft	<u>(152,685.00)</u>
Total		<u>(\$223,263.75)</u>

Net Revised CM 4 Request

(\$37,542.94)

CM 6

¾ in. x 4 Ft. x 9 Ft. OSB Sheathing	45.000 Ea @ \$21.00/Ea	\$945.00
Soil Test, Laboratory	1.000 Ea @ \$1,470.00/Ea	1,470.00
Pre-Driving H-Piles, Observation Ramp	1.000 LS @ \$12,995.00/Ea	12,995.00
Tie Rod, Special, 1 inch x 7 Ft.	15.000 Ea @ \$99.92/Ea	1,498.80
Shop Drawings, Pre-Stressed Concrete Planks	1.000 LS @ \$840.00/LS	840.00
Bolt, Adhesive Anchored, 5/8 inch Zinc Coated	236.000 Ea @ \$14.50/Ea	3,422.00
Outlet Headwall, Concrete, 15 inch	1.000 Ea @ \$1,522.50/Ea	1,522.50
Culv End Sect, 15 inch	1.000 Ea @ \$215.25/Ea	215.25
Culv, CI F, 15 inch	43.000 Ft @ \$25.83/Ea	1,110.69
Expansion Joint Device	45.000 Ft @ \$40.00/Ft	1,800.00
Slope Restoration, Type A	4,000.000 Syd @ \$3.30/Syd	<u>13,200.00</u>
Total		<u>\$39,019.24</u>

Grand Total

\$224,740.05

Total Offsets This Request

(\$223,263.75)

Net Revised Request

\$1,476.30

Reason(s) for Extra(s)/Adjustment(s):

CM 4

The design changed due to National Oceanic and Atmospheric Administration (NOAA) concerns of the effect the cantilever may have on boats using the docks, and the age and condition of the existing concrete. The plans indicated that the cantilevered section should be chipped and patched. Once the project was let, a closer inspection determined that the quantity for chipping and patch set up would not be enough to complete the work. This coupled with the concerns of NOAA prompted the engineer to direct the contractor to remove the cantilevered section and then only do minimal chipping and patching on the rest of the dock. To determine the cost to remove the cantilevered section, the contractor submitted what equipment, time, and materials he thought would be needed to complete the work. After several meetings and revisions, the engineer and contractor agreed on the effort needed to complete the work and agreed on a price. The extra costs for Shipping Dock End Wall, Rem and Shipping Dock Cantilever, Sawcut and Remove were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work. The extra costs are completely offset by a \$223,263.75 reduction in the original items listed above.

CM 6

The plans indicated that rip-rap would be placed on the project behind the dock to help stabilize the soil. The area had to be excavated first to place the geotextile and then the rip-rap. Once the excavation was completed, some voids were found under the dock that had to be filled with flowable fill. To keep the flowable fill out of the area for the rip-rap, Oriented Strand Board (OSB) was used as a form to hold the material until the flowable fill set up. The engineer directed the contractor to use the OSB to hold the flowable fill. The extra cost for $\frac{3}{4}$ in. x 4 Ft. x 9 Ft. OSB Sheathing was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

Excavated material from Rotary Island was placed in the area of the lagoon, as specified in the contract documents. Alpena Marc, the easement grantor and owner of the lagoon, did not understand that any material from the island was to be placed in the lagoon and had concerns that the material may be contaminated. MDOT agreed to have the soil tested for contaminants with the understanding that if the results indicated there were no contaminants, the material from the island excavation would be placed and remain in the lagoon. The engineer directed the contractor to have the soils tested. The extra cost for Soil Test, Laboratory was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the invoice costs from the testing company.

During the placement of the timber piles for the observation ramp, existing timber cribbing was found below the surface that obstructed the driving of the timber piles. The engineer directed the contractor to pre-drive a steel H pile through the timber cribbing so the timber piles could then be placed for the observation ramp. The extra cost for Pre-Driving H-Piles, Observation Ramp was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

The original tie back system design called for four foot long tie rods. The contractor ordered and received the length as specified on the plans. It was then discovered that they were too short and seven foot tie rods would be needed. The tie rods are used to connect the dock to a concrete deadman or anchor, buried in the slope. The deadman was not located as close as previous plans indicated and this was not determined until it was exposed to complete the work. The engineer took possession of the original tie rods to be used for future maintenance of the path. The extra cost for Tie Rod, Special, 1 inch x 7 Ft. was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the invoice cost for the tie rods.

The plans called for approximately 2,385 square feet of pre-stressed concrete planks. The engineer determined that this number could be reduced to approximately 112 square feet. The contractor indicated that, at this quantity, the item did not cover the cost of the shop drawings for the concrete planks. The contractor requested that the cost to prepare the shop drawings be included as an extra and the engineer agreed, due to the changed conditions. The extra cost for Shop Drawings, Pre-Stressed Concrete Planks was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with the invoice cost for the drawings.

When the plans were changed to remove the cantilevered section of the dock on contract modification four, this also affected how the protective timber would be placed on the face of the dock. The original plans indicated to place them horizontally. With the new vertical face the timber was changed to a vertical position. This required a change in the anchor bolts used to hold the timber in place. The contractor was directed by the engineer to use 5/8 inch bolts instead of the proposed 7/8 inch and 1/2 inch. The extra cost for Bolt, Adhesive Anchored, 5/8 inch Zinc Coated was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with original bid items and MDOT's Average Unit Price Index.

The engineer directed the contractor to place a 15 inch culvert across the path at abutment B to provide positive drainage in the area. The extra costs for Culv End Sect, 15 inch, Culv, CI F, 15 inch and Outlet Headwall, Concrete, 15 inch were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The plans did not show expansion joints being placed on the bridge. The engineer determined that they were necessary to prolong the life of the bridge. The engineer directed the contractor to install expansion joints on the bridge. The extra cost for Expansion Joint Device was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index.

The contract was originally set up with two types of slope restoration; type B is used for sloped areas that are between a one on three and a one on two; type C is used for sloped areas greater than a one on two. The contract did not have type A set up, which is used for areas that are flatter than a one on three. Once the final slopes were completed, some of them were flat enough to use the type A restoration. The engineer directed the contractor to use the type A restoration in the flat areas. The extra cost for Slope Restoration, Type A was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The cost was deemed reasonable when compared with similar items in MDOT's Average Unit Price Index. The extra costs will be completely offset when the final contract modification is completed on the original items.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

These Extras are recommended for approval by the State Administrative Board on September 18, 2007 meeting.

Criticality: These extras are critical to the project ensuring that it meets the current standards and protects the safety and welfare of the general public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 73%; State Restricted Trunkline, 19%; City of Alpena, 8%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.
Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.
Selection: Low bid.
New Project Identification: This is an existing project already under contract.
Zip Code: 49707.

OVERRUN

159. **Overrun 2007 – 29**

Control Section/Job Number: 44609-73880 Local Agency Project

State Administrative Board - This project exceeds the 10% Ad Board limit for reviewing overruns.

State Transportation Commission - Does not meet criteria.

Contractor: Barrett Paving Materials, Inc.
 5800 Cherry Hill Road
 Ypsilanti, MI 48198

Designed By: Local Agency
 Engineer's Estimate: \$105,716.25

Description of Project:

0.10 miles of widening for right turn lane on Lake Nepessing Road from Davison Road to CN Railroad, Lapeer County.

Administrative Board Approval Date:	August 2, 2005	
Contract Date:	August 24, 2005	
Original Contract Amount:	\$104,238.12	
Total of Overruns/Changes (Approved to Date):	10,423.81	+ 10.00%
Total of Extras/Adjustments (Approved to Date):	302.00	+ 0.29%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>1,898.80</u>	+ <u>1.82%</u>
Revised Total	<u>\$116,862.73</u>	+12.11%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 10.29% over the original budget for an **Authorized to Date Amount** of \$114,963.93.

Approval of this overrun will place the authorized status of the contract 12.11% or \$12,624.61 over the **Original Contract Amount**.

Overruns Previously Approved by the State Administrative Board: None

This request allows payment for the following increases to the contract:

Shoulder, CI II	20.200 Ton @ \$94.00/Ton	<u>\$1,898.80</u>
Total		<u>\$1,898.80</u>

Reason(s) for Overrun(s):

Additional material was needed to obtain the proper slope on the gravel shoulder. The engineer directed the contractor to place the shoulder at the proper slope; the increase in the quantity of Shoulder, CI II caused an overrun in the original item.

The work item is an original contract pay item. The overrun cost is computed by calculating the contract bid price with the necessary quantity.

This Overrun is recommended for approval by the State Administrative Board on September 18, 2007 meeting.

Criticality: This original item increase is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: This request is to compensate the contractor for the additional quantities of original contract items.

Benefit: The public benefits from the project being constructed to the published standards.

Funding Source: FHWA, 80%; Lapeer County, 20%.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: The risk associated with not doing this work is that the motoring public will be driving on substandard roadway facilities.

Cost Reduction: The price has been fixed by contract.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Codes: 4844

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File

9-17-07

Kirk T. Steudle
Director

SUPPLEMENTAL SPECIAL AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

Special T&NR Meeting: September 19, 2007 – OPS Conference Room,
1st Floor Mason Building, 3:30 PM

Special State Administrative Board Meeting: September 28, 2007 – OPS Conference Room,
1st Floor, Mason Building, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting. Approval of the item on this agenda authorizing expenditures in the fiscal year beginning on October 1, 2007, and ending on September 30, 2008, is contingent upon the enactment of appropriations for the fiscal year beginning on October 1, 2007, and ending on September 30, 2008.

CONTRACTS

1. ***AERONAUTICS AND FREIGHT (Aeronautics) – FAA State Block Grant**
Contract (2007-0845) between MDOT and the Federal Aviation Administration (FAA) is a grant contract issued under the State Block Grant Program authorized by the Federal Airport Improvement Program legislation. The block grant is issued to MDOT, and MDOT issues sub-grants to local communities for airport development projects. Each of the sub-grants will be presented to the State Administrative Board for approval. The sub-grants will be used to fund up to 95 percent of a development project, with the remaining percentage divided between state and local funds. The amount of the block grant issued to MDOT is estimated at \$2,250,000. The grant will be in effect from the date of award through the completion date of the last sub-grant issued under the block grant or September 2017, whichever is later.

Criticality: This is revenue to the state through a federal block grant, which will provide up to 95 percent federal funding for certain airport improvement and safety enhancement projects. If the grant is not accepted, the federal funds could be lost. Many airport sponsors cannot afford to fund their projects without federal assistance, which could put them at risk of noncompliance with federal regulations.

Purpose/Business Case: The grant issued to MDOT through the State Block Grant Program provides federal funding used for airport improvement projects at general aviation airports as determined by the state.

Benefit: Increased public safety through capital improvement projects and expanded airport security measures.

Funding Source: 100% FAA funds.

Commitment Level: MDOT will issue sub-grants to local community airports using up to 95 percent FAA funds with the remaining percentage divided between state and local funds. The costs for each sub-grant will be based on cost estimates, fixed cost, or competitive bid.

Risk Assessment: This is a revenue grant. The risk of not awarding the contract is the loss of federal funds.

Cost Reduction: The grant amount is determined by the FAA and not negotiable.

Selection: N/A.

New Project Identification: The grant will provide federal funds for various projects throughout the state, some of which may be new projects.

Zip Code: 48909.

*Denotes a non-standard contract/amendment

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the item on this agenda.

The approval by the State Administrative Board of this contract does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contract described in this agenda and authorize its award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
9-17-07

Kirk T. Steudle
Director

Mr. Pavona presented the Transportation and Natural Resources Committee Report for the special meeting of September 19, 2007. After review of the forgoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Transportation and Natural Resources Committee Report covering the special meeting held September 19, 2007, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Mr. Pavona moved to adjourn the meeting. The motion was supported by Ms. MacDowell and unanimously approved. Mr. Wernet adjourned the meeting.

SECRETARY

CHAIRPERSON